



RIO CAN

Glenmore Landing

OUTLINE PLAN /
DESIGN FRAMEWORK REPORT





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1.0

INTRODUCTION

On behalf of RioCan Management Inc., Urban Systems Ltd., Norr Architecture & Engineering, and Eight One Eight Studio, we are pleased to submit applications for an Outline Plan, Land Use Redesignation and Design Framework for redevelopment of the Glenmore Landing site located in SW Calgary. The following report follows the requirements laid out by the City of Calgary's new Design Framework application program. The report also includes information that would traditionally be included in an Outline Plan report, with the Outline Plan itself submitted under separate cover.



2.0

BACKGROUND & SITE CONTEXT

2.1 BACKGROUND

RioCan Management Inc. entered into a purchase and sale agreement with the City of Calgary as of June 2022 to achieve the collective long-term vision of developing a vibrant, master planned community hub through redevelopment of the existing Glenmore Landing shopping centre in SW Calgary. This agreement includes the purchasing of the City of Calgary surplus land along 14 Street and 90 Avenue, surrounding the existing Glenmore Landing property. As part of this agreement, RioCan will be amending the Land Use for the entire site and preparing Outline Plan and this Design Framework report to support the proposal. Approval of these applications will allow RioCan to take a phased approach to strengthen the retail at Glenmore Landing with the addition of residential housing options to transform the site into a pedestrian-friendly, mixed-use community. RioCan's plans for the site are supported by the recent addition of the Southwest Bus Rapid Transit (SWBRT) station, outlined in greater detail below. By providing new housing options for community members with great access to public transit, Glenmore Landing will contribute to the continued growth and success of the area.

2014 BUS RAPID TRANSIT

In May 2014, the City of Calgary's Standing Policy Committee on Transportation and Transit approved the Investing in Mobility plan, which covered the capital investment period between 2015 and 2024 and allocated \$40 Million for the design and construction of the Southwest Transitway – Downtown to Woodbine ("SW BRT"). Through their functional design planning, the City determined that a BRT Station would be located along the eastern border of Glenmore Landing and that lands along the south and east of the shopping centre, previously reserved for future interchange construction and road widenings, were deemed surplus, and thus recently acquired by RioCan. The decision to locate a BRT station at Glenmore Landing created tremendous opportunity for RioCan to intensify and redevelop the shopping centre as an established Transit Oriented Development (TOD).

2015 NOTICE OF MOTION

In 2015, Council adopted NM2015-02 Notice of Motion (NOM) that directed Administration to work collaboratively with RioCan to develop a comprehensive plan for redevelopment that considers the Southwest Transitway and to explore the disposition of surplus City owned lands to be included in the overall comprehensive redevelopment. This NOM also reflects RioCan's intent to proceed with redevelopment to intensify and broaden the uses to include residential.

There are currently no guiding neighbourhood level policy documents, such as a Local Area Plan/Area Structure Plan/Area Redevelopment Plan, to guide development for this site. Therefore, as referenced in the NOM, the comprehensive plan for redevelopment must align with the following higher order policy documents: CTP – Calgary Transportation Plan, MDP – Municipal Development Plan, and the TOD –Transit Oriented Development Policy Guidelines.

SITE HISTORY

The +/- 10-acre shopping centre was developed in the early 1980's under the City's Glenmore Design Brief (originally approved May 28, 1973). Glenmore Landing has proven itself as a popular community-scale shopping and destination node in southwest Calgary. It is well supported by locals, and historically has experienced high tenant occupancy rates. The property consists of approximately 146,000 sf of existing commercial retail and office space within one or two levels of unenclosed shopping centre and a 3 storey office component, occupied by major tenants including Safeway, TD Canada Trust, and McDonalds.



2.2 SITE CONTEXT

The Glenmore Landing Shopping Centre is located in the southwest sector of Calgary, in the community of Bayview, bound by a natural area and Heritage Park to the north, 90 Avenue SW and the community of Pump Hill beyond to the south, 14 Street and the community of Haysboro beyond to the east and the remainder of the community of Bayview and the Glenmore Reservoir to the west. The recently completed Bus Rapid Transit (BRT) line is to the east of the site, located on the Primary Transit Network (PTN) which provides direct access to the subject site for Calgary Transit riders.

The site is located adjacent to a number of different key community amenities and or institutions, including:

- The Glenmore Reservoir to the west
- Heritage Park and Rocky View Hospital to the north
- The Jewish Community Centre and Seniors Residences (Age Care, Revera Chateau Renoir, Bertha Gold Jewish Seniors Residence) to the south
- The Bus Rapid Transit stop along 14 Street SW, and pedestrian ramp to the east



3.0

EXISTING CONDITIONS

A unique mosaic surrounds the Glenmore Landing Shopping Centre demonstrating a diverse variety of land uses in close proximity. Glenmore Landing Shopping Centre is designated as a Commercial - Community 2 (C-C2) District and is immediately surrounded from all four sides by Special Purpose land uses. Green spaces to the west, south, and east are designated as Special Purpose - Community Service (S-CS) District, while to the north (Heritage Park) and northwest (Glenmore Reservoir) are both Special Purpose - School, Park and Community Reserve (S-SPR) Districts. Beyond are a variety of districts including Residential-Low Density (R-C1), Residential-Medium Density (M-C1), Special Purpose - Community Institution (S-CI), and a Direct Control (DC) District on the south side of 90 Avenue where the Jewish Community Centre is located.

The following table outlines the breakdown of lands within the Glenmore Landing site as it relates to ownership, total area of developable land and existing land use designation (zoning).

Table 1
Land Ownership

OWNERSHIP	LANDS	AREA	CURRENT LAND USE DESIGNATION (ZONING)
CTDC #1 Alberta Ltd.	Existing Glenmore Landing	4.21 ha (10.40 ac)	C-C2 C-C2f0.34h10 Commercial - Community 2
City of Calgary	Surplus lands currently being purchased by CTDC #1 Alberta Ltd. from the City of Calgary	1.51 ha (3.73 ac)	S-CS Special Purpose - Community Service

4.0

POLICY ALIGNMENT

4.1 MUNICIPAL DEVELOPMENT PLAN

In September 2009, the Municipal Development Plan (MDP) was adopted by the City of Calgary, providing a vision for how the city will grow and develop over the next 60 years. The Glenmore Landing Shopping Centre is identified on the Calgary Municipal Development Plan Map 1 Urban Structure as “Established Developed Residential Area.” The Glenmore Landing Redevelopment Plan aligns with the intent and land use policies of this designation by incorporating appropriate densities, a mix of land uses, and a pedestrian-friendly environment to support an enhanced Primary Transit Network.

The Glenmore Landing Redevelopment Plan aligns with the high-level goals of the MDP in the following ways:

Connecting the City. Glenmore Landing will offer community members a variety of mobility options. The street network will support vehicle connectivity and required emergency vehicle access while also providing increased mobility options for walkers and wheelers while Calgary’s transit-users will also have direct access to and from the site.

Creating Great Communities. The Glenmore Landing Redevelopment will offer a diversity of housing forms and mixed-uses. Glenmore Landing will respect and build upon the existing character of the area and ensure its built form and natural spaces support vibrant, active, and healthy lifestyles for people who live their today, and into the future.

Urban Design. The MDP outlines the importance of urban design and provides its goals of liveable, attractive, and accessible developments. Redevelopment of Glenmore Landing will follow the urban design elements of the MDP. The design will include human scaled architecture that provides the following:

- a safe, comfortable pedestrian environment at the ground level;
- a variety of transit supportive uses;
- a diversity of housing types and built form;
- designed transitions to integrate with the existing areas;
- safe and direct pathway networks with complete connections;
- pedestrian oriented internal roadways;

- stepped down building height to mitigate shadow impacts; and,
- incorporation of public art into built form and infrastructure.

A Prosperous and Diverse Economy. The redevelopment of Glenmore Landing will support Calgary in its pursuit to drive the economy for future generations by its convenient access to transportation options and high-quality amenities, while also attracting a diverse mix of businesses to ultimately establish itself as a local employment centre.

Climate Resiliency. The Glenmore Landing Shopping Centre redevelopment prioritizes climate resilience measures and will adhere to mitigation efforts by conducting a climate risk assessment, including the following design elements:

- EV charging stalls;
- EV ready stalls;
- An area of refuge and backup power;
- Reduction of embodied carbon and waste;
- High efficiency mechanical and high-performance building envelopes; and
- The development will also explore being solar ready and use of low carbon technologies.

4.2 CALGARY TRANSPORTATION PLAN

The Calgary Transportation Plan (CTP) is a targeted plan that works alongside the MDP to incorporate future development in consideration with transit opportunities, services, and access for Calgarians. The CTP aims to “link land use decisions to transit.” The CTP looks for compact, mixed-use development and pedestrian-friendly designs to be located along existing and future transit networks. The Glenmore Landing Redevelopment Plan aligns closely with the intent and goals of the CTP specifically by creating a vibrant, liveable, transit-supportive mixed-use centre. The CTP supports a combination of Council-approved key directions for land use and mobility; Glenmore Landing’s alignment with the CTP is outlined below:

Transportation Choice. The CTP speaks to development considerations that prioritize transportation choices for Calgarians and Glenmore Landing is able to align by providing the variety of transportation options. Glenmore Landing provides a variety of transportation choices such as public transit, private vehicular travel, walking, and wheeling.

Walking and Wheeling. People will have the opportunity to arrive to the property and continue to navigate within the site by foot or wheel. The Glenmore Landing Redevelopment Plan creates connectivity for walkers and wheelers with sidewalks, the “High Street”, the BRT station, and pathway connectivity to the Glenmore Reservoir and community connections to Haysboro via the pedestrian bridge connecting over 14 Street.

Local Transportation Connectivity. The integrated access provided at Glenmore Landing with the BRT station located just steps away allows Calgarians direct connectivity to the local Primary Transportation Network.

4.3 TRANSIT ORIENTED DEVELOPMENT POLICY GUIDELINES

In 2005 the City of Calgary adopted the Transit Oriented Development (TOD) Policy Guidelines which provides direction for development within 600 metres of a transit station. Whether a Light Rail Transit (LRT) or a Bus Rapid Transit (BRT) station, development in close proximity to these stations often provide higher density, walkability, mixed-use typologies, and strong connectivity to transit infrastructure.

Glenmore Landing has and continues to be a desirable integrated urban node which brings people, activities, buildings, and public space together, and now provides excellent transit connectivity to the rest of the city. Transit Oriented Development (TOD) is an attractive opportunity to bring people together in a connected hub. In the case of Glenmore Landing, the introduction of the BRT station immediately adjacent to the property allows for the opportunity to redevelop the site into an established TOD by providing transit support land uses, community amenity spaces, enhanced connectivity, and a variety of residential housing options to function as one comprehensive community node. The Glenmore Landing redevelopment aligns with the following TOD policy guidelines:

Table 2
TOD Policy Alignment

TRANSIT ORIENTED DEVELOPMENT POLICY GUIDELINES	GLENMORE LANDING POLICY ALIGNMENT
Ensure Transit Supportive Land Uses	<ul style="list-style-type: none">• Medium to High Density Residential• Commercial Uses<ul style="list-style-type: none">» Pedestrian-oriented street retail» Shopping centre retail with strong pedestrian connections
Mix Land Uses	<ul style="list-style-type: none">• Mix of residential, employment, and supporting retail uses.• Both horizontal and vertical integration of mixed uses. Mix of uses are both spread vertically within individual buildings, but also incorporated in multiple buildings throughout the planning area. This provides a variety of uses within a compact, walkable station area and creates a synergy between the varying types of development.
Increase Density	<ul style="list-style-type: none">• Locating highest density uses and building forms close to the BRT station.• Increased density in proximity to direct access to transit.
Pedestrian-Oriented Design	<ul style="list-style-type: none">• “High Street”<ul style="list-style-type: none">» A key pedestrian boulevard, within the Set Area, stretching from the BRT Station to the west boundary across the entire site, with a combination of retail/non-residential uses that can be accessed by pedestrians, and new residential units all at street level.

4.4 CALGARY PARKING POLICIES

In 2011 a Parking Policy Framework was developed to have a single governing strategy for parking in the City of Calgary. The Calgary Parking Policies (CPP) is a consolidation of the numerous updates made since 2011 and continues striving to address the emerging and changing needs of the dynamic city. Commercial Areas and the parking within or around them are an important consideration in the CPP. The Glenmore Landing redevelopment aligns with the parking policy by making parking available for all users in an efficient and organized approach. Glenmore Landing will achieve this by providing at grade and below grade parking options for, including but not limited to, area residents, residential visitors, shoppers, loading, business visitors etc. Additionally, the Glenmore Landing Redevelopment Plan considers parking for all by incorporating dedicated accessible parking and bicycle parking. Residential accessible parking below grade and commercial use accessible parking at or below grade will be provided following all required policies relating to amounts of stalls, distances from entries, sizes of stalls, in addition to any other relevant requirements.

4.5 LARGE RETAIL COMMERCIAL URBAN DESIGN GUIDELINES

In March 2016 the City of Calgary adopted the Large Retail / Commercial Urban Design Guidelines (LRCUDG) to serve as a guide and inspiration for future development decisions for the enhancement of medium and large commercial development sites outside of the City Centre (Downtown). The Guidelines are based on MDP direction to create comfort, safety, and connectivity, and increase walkability and economic sustainability in all commercial areas.

The LRCUDG outlines three main principles that have been used to inform the design of the Glenmore Landing Redevelopment. Under each individual principle are strategies that provide direction on how the Large Retail Commercial Urban Design Guidelines should be implemented. The Glenmore Landing Redevelopment aligns with the LRCUDG in the following ways.

Urban Context. The LRCUDG outlines street structures which create direct connections into and throughout all portions of the site. Glenmore Landing aligns with this guideline as it provides two public connections and one emergency access point on 90 Avenue. The LRCUDG also speaks to direct pedestrian and cycling linkages; an example of a direct connection to/from Glenmore Landing is the pedestrian bridge over 14 Street which will connect pedestrians and cyclists from Glenmore Landing directly to adjacent communities, and visa versa.

Active Streets. The LRCUDG encourages a walkable street network and indicates that private streets in commercial areas should be attractive, active, green, and prioritize pedestrian needs. The Glenmore Landing Redevelopment Plan aligns with these points by providing safe pedestrian connections in and out of the site, bicycle parking, benches, and clear wayfinding signage to facilitate all travel modes. A walkable street network is a distinct design consideration in the redevelopment of Glenmore Landing. Specifically visible with the proposed High Street which connects the BRT, provides access to the Glenmore Reservoir, and connects to all other sidewalks throughout the site.

Public Realm. The Glenmore Landing Redevelopment Plan establishes an inviting and easy to navigate public realm for residents and visitors. Two prominent entrances are located on 90 Avenue and align with the LRCUDG which emphasizes site entry by creating functional site entries that enhance pedestrian accessibility and consider opportunities to place visually interesting site features or facades in public view. Moreover, Glenmore Landing provides access for walkers and wheelers through its connections to local pathways beyond the site and a separate access by way of the pedestrian bridge over 14 Street.

5.0

DEVELOPMENTAL PROPOSAL

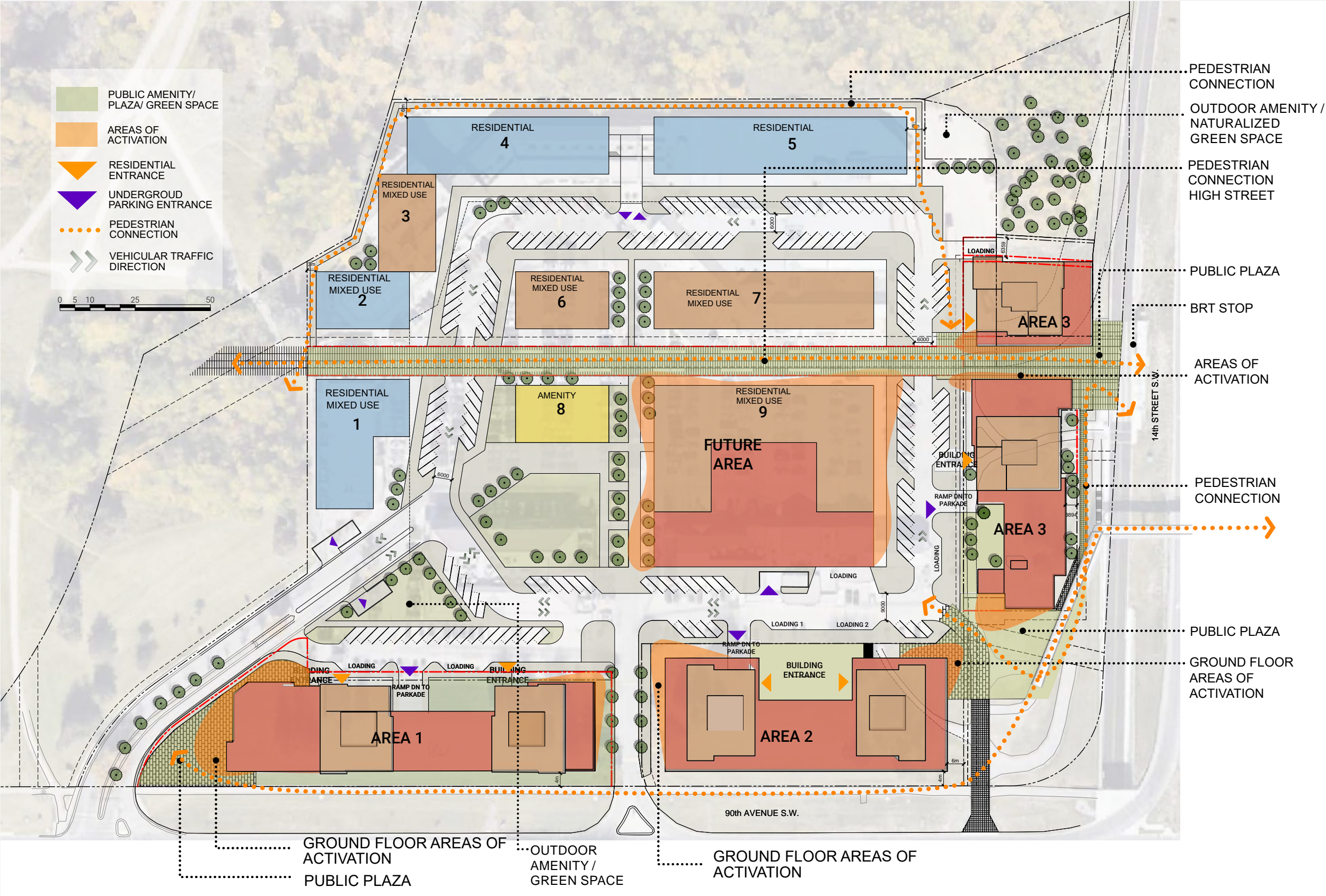
A well-crafted, logical, and responsive master plan is the first step in establishing a vibrant community destination. If properly designed and planned, these communities become platforms for vibrancy and provide the opportunity to elevate the wellbeing of residents both in the immediate development and surrounding communities. This redevelopment intends to transform Glenmore Landing, an already well utilized and cherished site, into an even stronger community anchor that will continue to be a destination for residents from surrounding neighbourhoods and beyond. The proposal ensures that as redevelopment occurs, opportunities to improve placemaking, connectivity and integration with the surrounding communities are considered for each phase of development. It is also fundamental for this reimagined site to appeal to a plethora of potential residents' lifestyles. This comprehensive redevelopment of the site will include a broad variety of housing options with a range of affordability, including the provision of non-market housing within the future development, to accommodate a diverse range of the population. The site will also provide an opportunity for a variety of land uses that retain and provide additional retail services for the immediate and adjacent communities.

The proposed redevelopment vision will provide an exciting variety of urban design elements that will contribute to a vibrant and safe pedestrian environment, with a focus on activated public realm and site wide connectivity. Further, as a Transit Oriented Development (TOD), the connection to the newly constructed Bus Rapid Transit (BRT) Station will be integrated into the urban design of the project at the outset of redevelopment to create an important connection and interface with both the street edge and the existing shopping centre. The redevelopment will follow design principles that seek to create a high-quality public realm with inclusion of public spaces for community gathering. The design will also prioritize the creation of safe and comfortable walking areas by strategically designing auto oriented uses to separate and manage traffic appropriately. A pedestrian oriented promenade, or "High Street", will form the backbone of the site, stretching east west, connecting the BRT stop west to the Glenmore Reservoir. This future "spine" component of the master plan will be key to organize and integrate all components and future phases of the site, with pedestrian amenities and the transit facility along with new retail

offerings all at street level, directly connected to one another and the larger site. Important to the fulfilment of this concept is the development of these initial phases consisting of multi storey residential buildings above two storey residential podiums, all interconnected by a logical network of internal streets, public spaces, and pedestrian walkways.

The land use will support a mix of residential and non-residential uses, combining elements of live/work/play/eat and providing a way of life in a way that truly improves the human experience. All considered together, these qualities lead to a very strong, diverse, and resilient community with a vibrant public realm. A walkable, mixed-use community, with easy access to amenities will appeal to the senses of the current community members, future residents, and the surrounding neighbourhoods, providing a key community destination within southwest Calgary for years to come. The overall, long-term concept for redevelopment as described above is provided in **Figure 2. Long Range Master Redevelopment Plan.**

LONG RANGE MASTER REDEVELOPMENT PLAN



DISCLAIMER

Internal traffic flow and parking stall angles shown are conceptual and will be determined at a later stage.

5.1 GUIDING PRINCIPLES

The redevelopment of Glenmore Landing will apply the following principles as key considerations to employ for decisions around site design and land use.

ESTABLISHING A SENSE OF COMMUNITY

The redevelopment of Glenmore Landing will highlight the character of the area and reflect the needs of the communities that surround the site. This can generate a sense of belonging and ownership within the greater community. The end goal is to create an enhanced community hub that provides opportunities to connect by living, working, dining, and playing all in one spot.

GENERATE OPPORTUNITIES FOR A MIX OF TRANSIT SUPPORTIVE LAND USE

Glenmore Landing currently functions as an important community hub with a wide variety of uses available. Redevelopment will accommodate existing uses while ensuring that a mix of transit supportive land uses are provided, and vehicular dependent land uses are limited. The area will maintain a strong retail presence providing services for the community and Bus Rapid Transit (BRT) station users to meet their daily needs. A variety of building types will be incorporated to support the mix of uses, both vertically and horizontally.

ENSURE TRANSIT SUPPORTIVE DENSITY AROUND BRT STATION

As an important neighbourhood node, and with a newly opened BRT station located to the east, Glenmore Landing possesses the ideal conditions to support higher density redevelopment. The concentration of density will be appropriately designed such that higher density is focused around areas in adjacent to existing access points , and in close proximity to the BRT station. Integrated mixed-use land planning will ensure a concentration of local jobs and populations along the transit stop as part of the redevelopment.

PROVIDE VARIETY OF HOUSING OPTIONS

Glenmore Landing will provide a range of housing options that support transit-oriented development. A variety of building types and styles may range from low-rise townhouses to multi storey residential in the BRT station area. The residential component will also incorporate affordable nonmarket units that will be seamlessly incorporated within the residential buildings, increasing housing choice for all income, demographics, and lifestyles.

ESTABLISHING STRONG MULTIMODAL CONNECTIONS

The pedestrian and cyclist network will be addressed by reinforcing existing connections and creating new ones within the Glenmore Landing site. This is to establish an integrated network that improves connectivity across the wider area by creating and providing direct, unobstructed, and safe connections. These connections include but are not limited to the connection of users to and from the Glenmore Reservoir pathway system, the BRT stop and the surrounding neighbourhoods.

INTEGRATION WITH THE EXISTING COMMUNITY

The redevelopment will provide a wide range of supporting benefits to the existing area by enhancing the already strong retail presence, providing a walkable, pedestrian oriented public realm, and a multimodal network that connects the site internally and externally. The location and design of the built form will ensure the sensitive integration between the natural areas, and the surrounding communities.

RESPECTING OUR NEIGHBOURS

It has, and will continue to be, an important component of redevelopment consideration to invite dialogue between the surrounding community throughout the process of project development. It is recognized that by respecting this principle, only then will the subsequent principles further flourish. The input and dialogue gathered by the various stakeholders will enhance the resulting long-term concept and will provide the opportunity for Glenmore Landing to become a destination the entire community can take pride in.

ENSURING URBAN DESIGN EXCELLENCE

Redevelopment of Glenmore Landing will follow the 13 Urban Design Elements of the Municipal Development Plan. More specifically, the design will include human scaled architecture that provides the following:

- a safe, comfortable pedestrian environment at the ground level;
- a variety of transit supportive uses;
- a diversity of housing types and built form;
- designed transitions to integrate with the existing areas;
- safe and direct pathway networks with complete connections;
- pedestrian oriented internal roadways;
- stepped down building height to mitigate shadow impacts; and,
- incorporation of public art into built form and infrastructure.

INTEGRATION WITH SURROUNDING NATURAL AREAS

The interface between the Glenmore Landing redevelopment, the city-owned open space to the north, and the Glenmore Reservoir to the northwest, will be designed to ensure the sensitive transition between natural and physical environment. The built form will be designed to enhance the views of the Glenmore Reservoir. Redevelopment in these interface spaces will be designed to achieve integration with the existing pathway and open space systems, ensuring that connectivity is maintained and enhanced where feasible.

INCORPORATING OPEN SPACES FOR SOCIAL GATHERING

The process will identify open spaces and opportunities to integrate the redevelopment with outdoor recreation options in the area. Publicly accessible private spaces, such as green roof top spaces or internal plazas will be incorporated to increase the opportunities for outdoor engagement. Transit plazas and open green spaces will function as key gathering areas that foster social interaction and enhance the sense of community within the neighbourhood, ultimately creating a destination within the broader neighbourhood.

MANAGEMENT OF PARKING AREAS AND VEHICULAR MOVEMENT

Due to the proximity to the Bus Rapid Transit station and the existing uses within the site, the management of parking in the station area will investigate relaxed parking requirements for redevelopment. Shared parking among different mixed-uses will be encouraged. Parking for bicycles will also be incorporated to support **day-to-day** nonvehicular travel. Parking areas will be connected with limited conflict between pedestrian and cyclists' routes by designing safe and direct landscaped walkways. Design of surface parking will consider the adaptability of future non-parking uses with long term redevelopment in mind. The creation of an internal street network will focus on ensuring safe, multimodal connections that support a pedestrian oriented and attractive public realm.



ACTIVATING THE PUBLIC REALM

Active frontages are being proposed at key pedestrian locations throughout the site to encourage public realm interaction. Incorporating activated areas in strategic ground floor areas will encourage cohesive interaction between internal and external site areas. The conceptual design prioritizes an inviting and engaging interaction for residents and visitors to experience while navigating the site.

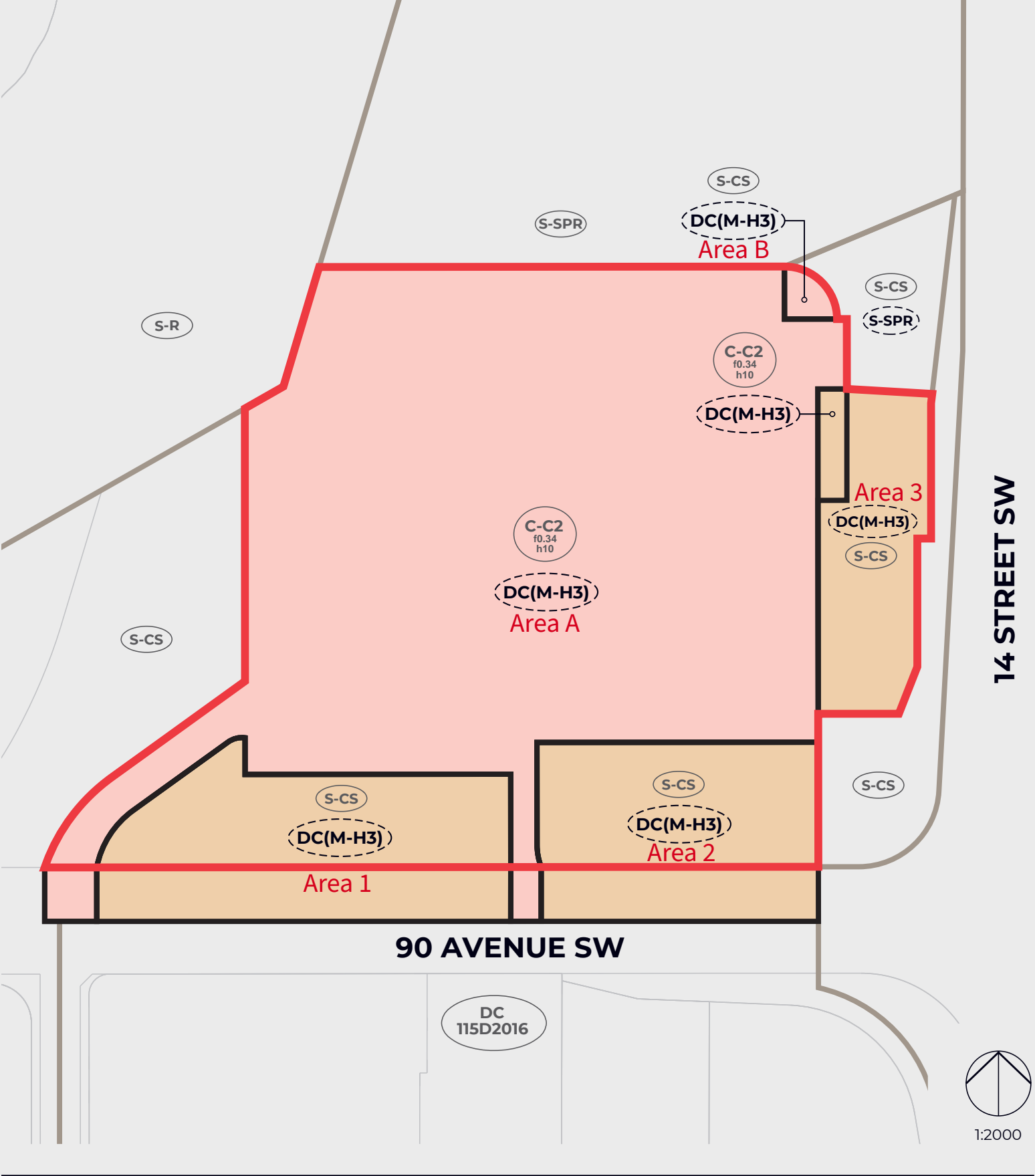
5.2 LAND USE

The land uses proposed for Glenmore Landing are designed to accommodate the ultimate intensification of the site, while ensuring the well utilized existing site of Glenmore Landing can be accommodated in the interim. As a Transit Oriented Development (TOD), the proposal includes a variety of transit supportive land uses with increased density around the existing BRT station to allow for the station area to evolve into a “place”. The mix of land uses proposed will provide an activity node for the local community, providing increased services, employment, and housing options, as well as create a destination point for residents utilizing city wide transportation networks. This mix will be integrated both horizontally, strategically placed throughout the site, and vertically, incorporating different land uses within singular buildings, where feasible. The redevelopment of Glenmore Landing over the long term will support future residential and employment intensification with the creation of more well defined, high quality public realm.

PROPOSED LAND USES

The proposed land uses include:

- DC (M-H3) Direct Control (Multi Residential - High Density High Rise District) Area A + Area B
- DC(M-H3) Direct Control (Multi-Residential - High Density High Rise District) - Area 1
- DC(M-H3) Direct Control (Multi-Residential - High Density High Rise District) - Area 2
- DC(M-H3) Direct Control (Multi-Residential - High Density High Rise District) - Area 3



Legend

- Site Boundary
- Existing Land Use
- Proposed Land Use
- Existing Land Use Boundary
- Proposed Land Use Boundary

GLENMORE LANDING Land Use Plan

FIG.3 | Proposed Land Use Plan

Table 3
Outline Plan Statistics

GROSS DEVELOPABLE AREA	ha 5.72	ac 14.13	% 100%
DC(M-H3) Direct Control (Multi-Residential - High Density High Rise District) - Area A + Area B	4.21	10.40	73.6
DC(M-H3) Direct Control (Multi-Residential - High Density High Rise District) - Area 1	0.53	1.31	9.3
DC(M-H3) Direct Control (Multi-Residential - High Density High Rise District) - Area 2	0.50	1.23	8.7
DC(M-H3) Direct Control (Multi-Residential - High Density High Rise District) - Area 3	0.48	1.19	8.4
NET DEVELOPABLE AREA	5.72	14.13	100.0



Table 3 summarizes the breakdown of land as highlighted in the Outline Plan submitted under separate cover.

RESIDENTIAL

The residential development proposed will see the highest density located adjacent to the existing BRT station, with a sensitive transition of density moving outwards, along the two corridors, 90 Avenue and 14 Street SW. These areas will see multi-storey residential, above two storey residential podiums, all interconnected by a logical network of internal streets, public spaces, and pedestrian walkways. The higher density residential is strategically placed in accordance with the policies of the MDP and TOD Guidelines, in order to take advantage of the existing Primary Transit Network BRT station located along 14 Street SW. Lower density residential, including those vertically mixed with non-residential uses, will continue to be incorporated throughout the remainder of the site as it develops over time.

Affordable Housing: the residential development proposed will include affordable housing to ensure Glenmore provides a variety of living options for all income levels, family compositions and demographics. Providing access to affordable housing will create a more inclusive community. Additionally, due to the transit-oriented design (higher density with mixed uses), Glenmore Landing will provide opportunity for residents to meet their daily needs within their immediate area, providing a safe and comfortable area for work and play, easily accessed by foot and/or wheels.

NON-RESIDENTIAL

Glenmore Landing currently supports a mix of uses that serve the immediate community, and surrounding areas in SW Calgary. This includes important services such as a grocery store, doctor clinics, eating establishments, personal services etc. The redevelopment of Glenmore will see the enhancement of this mixed-use site by adding additional non-residential uses while redesigning the public realm and built form to positively interact with one another, creating spaces that promote community gathering. The mixed-use

nature of the site is supported by the proximity to the Primary Transit Network, by which, residents from surrounding neighbourhoods and beyond will be well positioned to access Glenmore’s variety of services, bolstering its identity as a desirable destination in SW Calgary.

Neighbourhood Activity Centre: The long-term redevelopment of Glenmore Landing will see it become an important Neighbourhood Activity Centre (NAC), defined as a smaller mixed-use area appropriately incorporated in an existing established area to support the surrounding communities by providing opportunities for increased housing options, local jobs, retail, services and civic activities. The redevelopment proposal meets the requirements of the NAC by providing:

- Minimum intensity threshold of 100 jobs and population per gross developable hectare;
- Broad range of ground oriented residential housing with a mix of options to support a range of incomes, demographics, and lifestyles;
- Enhancement of mixed uses for the immediate and surrounding community;
- Multiple public gathering spaces throughout the site - open park adjacent to an amenity building and public gathering spaces in activated building frontages (eg., plazas, seating areas, walkways and pathways); and
- Opportunities for multi modal connections while ensuring appropriate management of vehicular traffic on the site that does not negatively impact pedestrian and cyclist movement.

6.0

COMMUNITY BUILDING / PLACEMAKING

The redesign of Glenmore Landing seeks to utilize high quality design and a mix of land uses throughout the entire site to successfully weave together the open spaces, public realm and built form, in a manner that creates a sense of place. The internal site will include a pedestrian promenade called the “High Street” that will provide a crucial connection point from the BRT, through the site, to the Glenmore Reservoir pathway system. It will also include the introduction of a north/south pedestrian walkway that will connect pedestrians and cyclists from the central southern access point to the remainder of the site. All of these elements, plus the mix of uses incorporated with an activated public realm, will help to enhance Glenmore Landing as a desirable destination within southwest Calgary. These elements are described in further detail below and are highlighted in **Figure 4. High Street Design Elements**.

6.1 HIGH STREET

At Glenmore Landing, the east-west pedestrian High Street and Promenade will serve as a key feature, organizing and defining the visual identity and sense of place on the site. The High Street will be paved with high-quality materials, featuring unique paving patterns and urban site furnishings, along with vegetation, lighting, wayfinding, and public art elements. This will be a pedestrian and cyclist only environment.

The design of these features will prioritize a cohesive colour and material palette, scale and form, reflecting the unique character of the site and drawing on the area’s historical and contextual features. This approach will help develop an authentic sense of place, enhancing the visual appeal and overall atmosphere of the High Street.

As part of the design of the High Street at Glenmore Landing, landscape structures and features will be integrated to enhance pedestrian comfort. These features will include shade structures, water features and windscreens, providing relief from the sun, wind, and other elements.

In addition to their functional role, these landscape features will also serve as wayfinding elements, helping visitors navigate the site and identifying key destinations and meeting points. They will also provide focus viewpoints within the site, drawing the eye and creating visual interest along the High Street.

Integrated with all the features and amenities provided in the larger landscape design concept, the buildings at grade in the podium levels of the proposed buildings will be designed and include uses which add to the overall activity and vitality of the entire length of High Street. The amount of commercial and retail space currently provided at Glenmore Landing will

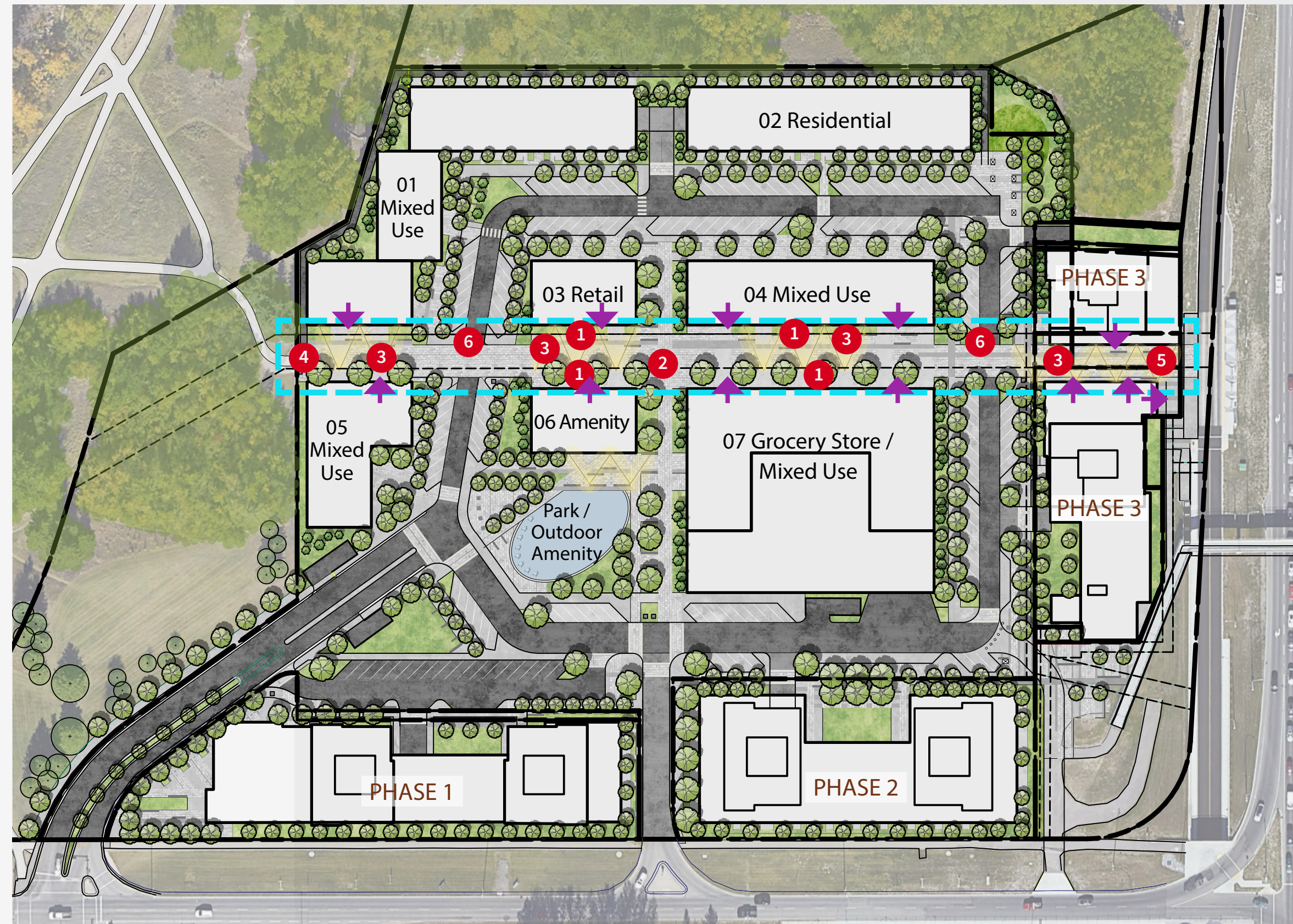
be the same but reimagined into a much more pedestrian friendly environment. The parking area which exists today will be replaced by a wide and generously landscaped pedestrian thoroughfare, flanked on both sides with commercial, retail and food offerings. Storefronts, patios with bistro tables, vendors with kiosks on the street, public art and even the occasional busker will all contribute the vibrancy and activity on the main High Street at Glenmore Landing.

HIGH STREET:

- 1 Pedestrian focused High Street with commercial and retail frontage
 - 2 Orientation nodes including wayfinding
 - 3 Placemaking with integration of patio spaces, distinctive architectural overhead features and lighting
 - 4 Transition from High Street to Glenmore Reservoir Pathway access. Orientation node including wayfinding map/signage, pedestrian scale gateway element, site furnishings (lighting, benches and bike racks)
 - 5 Transition from High Street Street to BRT platform. Orientation node including wayfinding map/signage, pedestrian scale gateway element, site furnishings (lighting, benches and bike racks)
 - 6 Enhanced pedestrian crossings and traffic calming measures
- ➔ Areas of active frontages

General Site Elements:

- Integration of lighting, overhead structures, public art installations as wayfinding elements
- Street furnishings, bench seating, patio areas, bike racks
- Integration of green infrastructure, native and/or adaptive trees, shrubs, and perennials with all season interest



The design of the High Street will include consideration of a variety of sustainable plantings and screening to integrate the public with the private spaces. In order to provide spaces to stay for both residents and visitors alike, the promenade will see the incorporation of street furnishings such as high-quality seating and human scale lighting.





A key component of the High Street will be the interaction of this public space with the variety of uses on the ground floor of the built form. The design will encourage the “spilling out” of uses onto the promenade, through elements such as outdoor patios, to see an activation of the public realm, creating a vibrant community destination to sit and enjoy. The landscaping design will incorporate a high proportion of tree plantings to contribute to the enjoyable, safe and comfortable pedestrian experience by creating a sense of enclosure.

PRECEDENT IMAGERY



PRECEDENT IMAGERY



6.2 PUBLIC AMENITY SPACE

An amenity node is proposed, located centrally within the site, comprised of an amenity building located adjacent to the High Street to the north, and an outdoor multi-use open lawn area for programming to the south. This node will provide a crucial space for residents and visitors to gather as a community and enjoy passive and or active recreation opportunities. The specific use or programming for the amenity building itself is flexible, and should be intentionally considered as development continues, in order to create a destination that effectively contributes, and provides benefit to, the immediate and surrounding communities.

Section 13.0 Evolution further outlines the specific design principles that will be employed to these various elements on the site.

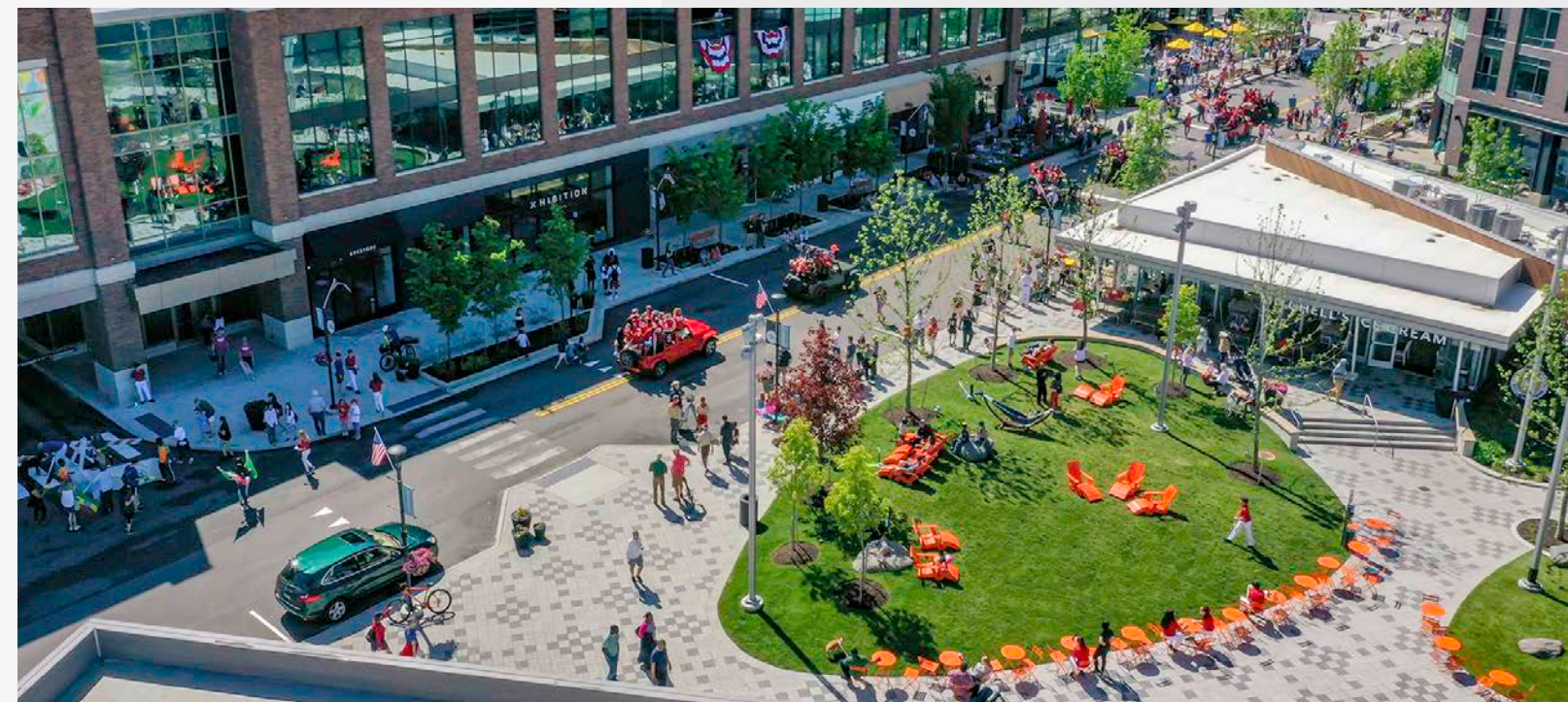


This conceptual visualization of the proposed amenity area demonstrates the vision to create an activated public space, integrated with, and interacting with, the surrounding private spaces/uses, with landscaping design applied to ensure creation of a comfortable, safe and enjoyable space.

PRECEDENT IMAGERY



The precedent imagery further seeks to help visualize the possibilities for this space in the context of a comprehensive mixed-use development.



PRECEDENT IMAGERY



The Public Amenity Space will be programmed to provide opportunities for passive and active recreation, and will be designed with winter in mind, to ensure the space is flexible, accessible, and enjoyable throughout all seasons of the year.



Guelph Market Square, Guelph Ontario



6.3 CONNECTIONS TO THE GLENMORE RESERVOIR

A crucial component influencing the redesign of Glenmore Landing is its interaction with key community amenities, including the Glenmore Reservoir. The site itself is connected to the reservoir and corresponding pathway system in two different locations, in the southwest corner/entrance and at the end of the proposed High Street. As redevelopment occurs over time, the design will seek to ensure strong connections are made to the reservoir, as well as find opportunities for residential development to capitalize on the gorgeous reservoir and mountain views to the west. The enhanced Glenmore Landing will continue to celebrate this existing City Landmark, and as development occurs overtime, will continually find ways to positively connect one to the other. This will also be achieved by providing public amenities and a mix of land uses within the site that will attract pathway and reservoir users, reinforcing this sites identity as a desirable community destination.



6.4 CONNECTIONS TO BRT

One of the initiating factors of Glenmore Landing's redevelopment was the construction of the SWBRT and the location of a BRT station right at the shopping centre. Rather than seeing the station as a design constraint, the redevelopment plan embraces the station and recognizes it as a key design element. It anchors the site on the east side and acts as a terminus for the central high street. It is expected that a transit plaza develops at the station to ensure activity and safety for transit users, residents, and visitors.

The station will have strong pedestrian connection through the high street as well as residential development flanking it to the north and south. Those residential buildings are intended to have pedestrian-scaled spaces and ground level activation to ensure a comfortable arrival experience for transit users.



INTEGRATION

7.1 INTEGRATION WITHIN THE COMMUNITY

Figure 5. Context & Key Community Amenities demonstrates Glenmore Landing's location within the City of Calgary. Key communities and or community landmarks include.

- **To the east**
 - » Communities of Haysboro, Chinook Park and Kelvin Grove
- **To the west**
 - » Community of Bayview
 - » Glenmore Reservoir
- **To the south**
 - » Community of Pump Hill
 - » The Jewish Community Centre and Seniors Residences (Age Care, Revera Chateau Renoir, Bertha Gold Jewish Seniors Residence)
- **To the north**
 - » Mature green space
 - » Heritage Park
 - » Rocky View Hospital



FIG.5 | Context & Key Community Amenities

The redeveloped Glenmore Landing prioritizes the strategic and sensitive integration with the surrounding communities and adjacent amenities. The objective is to build a high-quality public realm, connections and a supportive mix of land uses to compliment the adjacent areas, providing an enhanced variety of services and amenities for all surrounding communities to benefit from. As outlined as part of the guiding principles, the redevelopment will provide a wide range of supporting benefits to the existing area by enhancing the already strong retail presence, providing a walkable, pedestrian oriented public realm, and a multimodal network that connects the site internally and externally. The location and design of the built form will ensure the sensitive integration between the natural areas, and the community surrounding it.

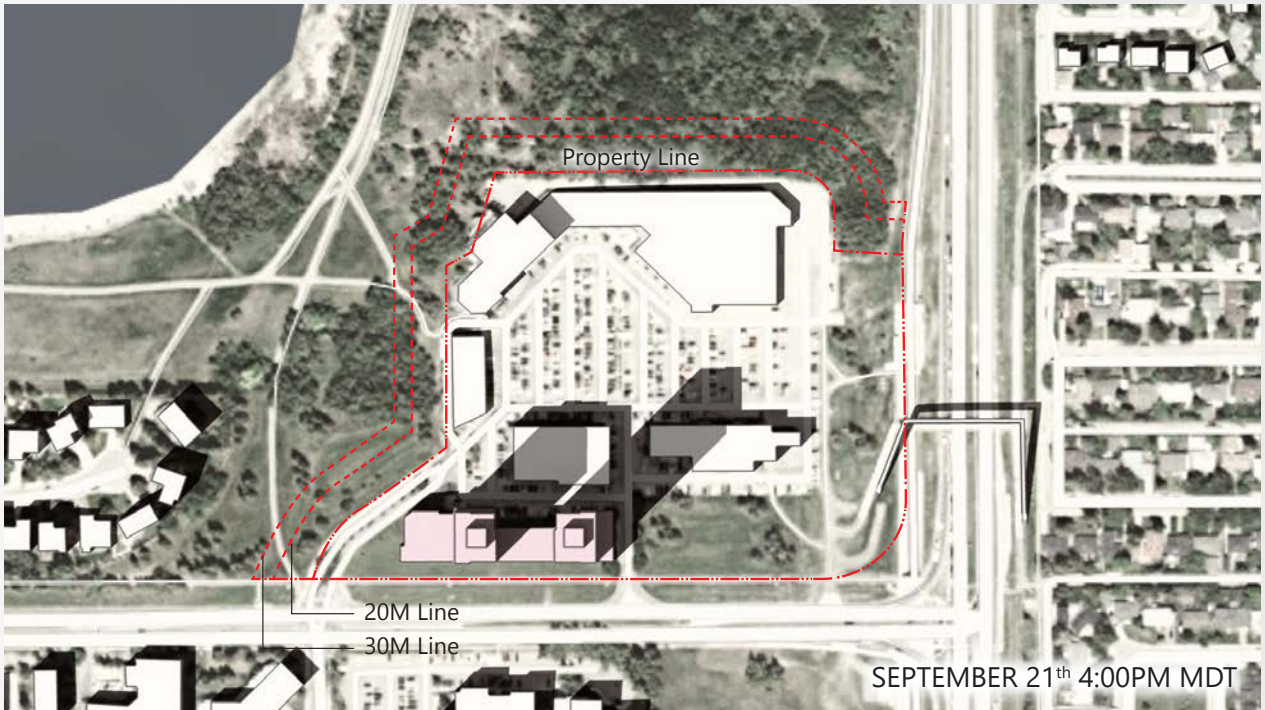
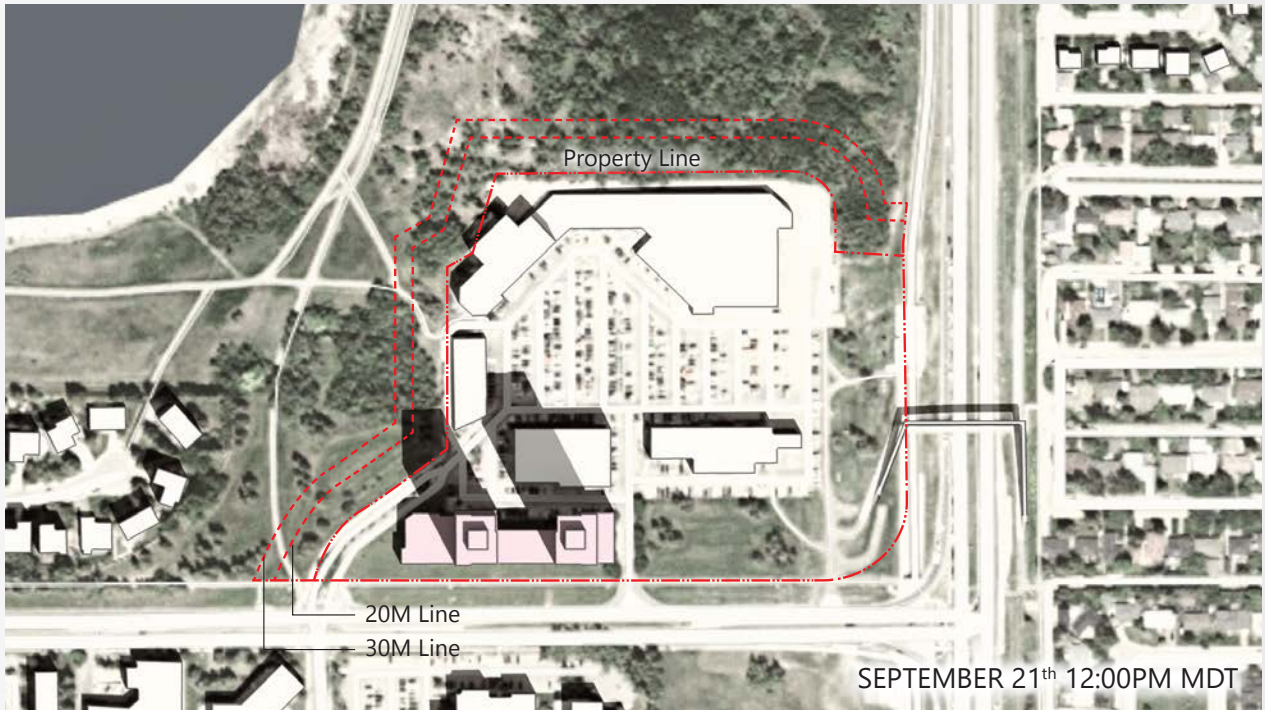
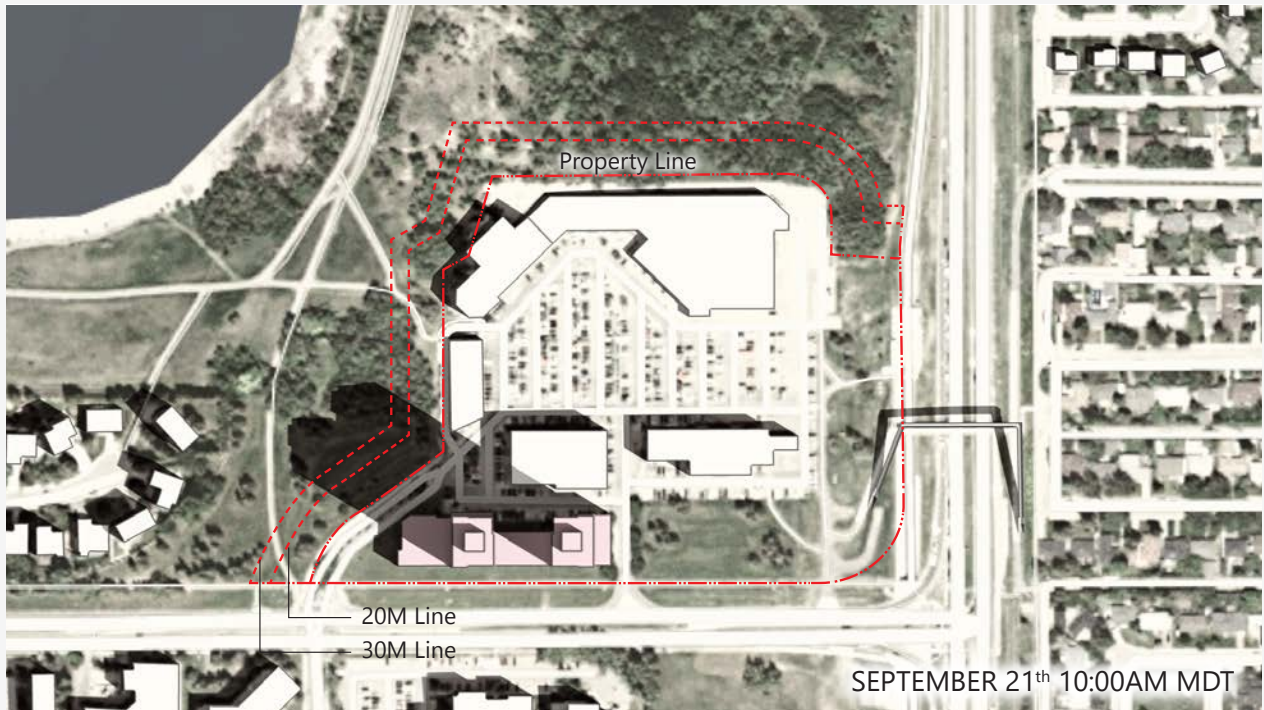
The proposed multi storey residential will be located closest to the Primary Transit Network BRT stop, and in locations well accessed by both vehicular and pedestrian traffic. Lower density residential will be developed over time in conjunction with a variety of non-residential uses in locations adjacent to the Glenmore Reservoir, to ensure an appropriate transition of development intensity next to this important amenity.

It is anticipated that over time, the surrounding communities will slowly densify as the housing stock ages. It is likely that the surrounding communities will see additional infill activity as seen in many parts of the city. As that happens, and with the additional density that infill activity brings, the density located at Glenmore Landing will start to blend more seamlessly with the communities.

In the meantime, and in order to be sensitive to the surrounding communities, design elements (including building location, human-scaled spaces, appropriate height, and development phasing) help ensure that Glenmore Landing’s redevelopment can add important density and intensity, while not completely changing the complexion of the area.

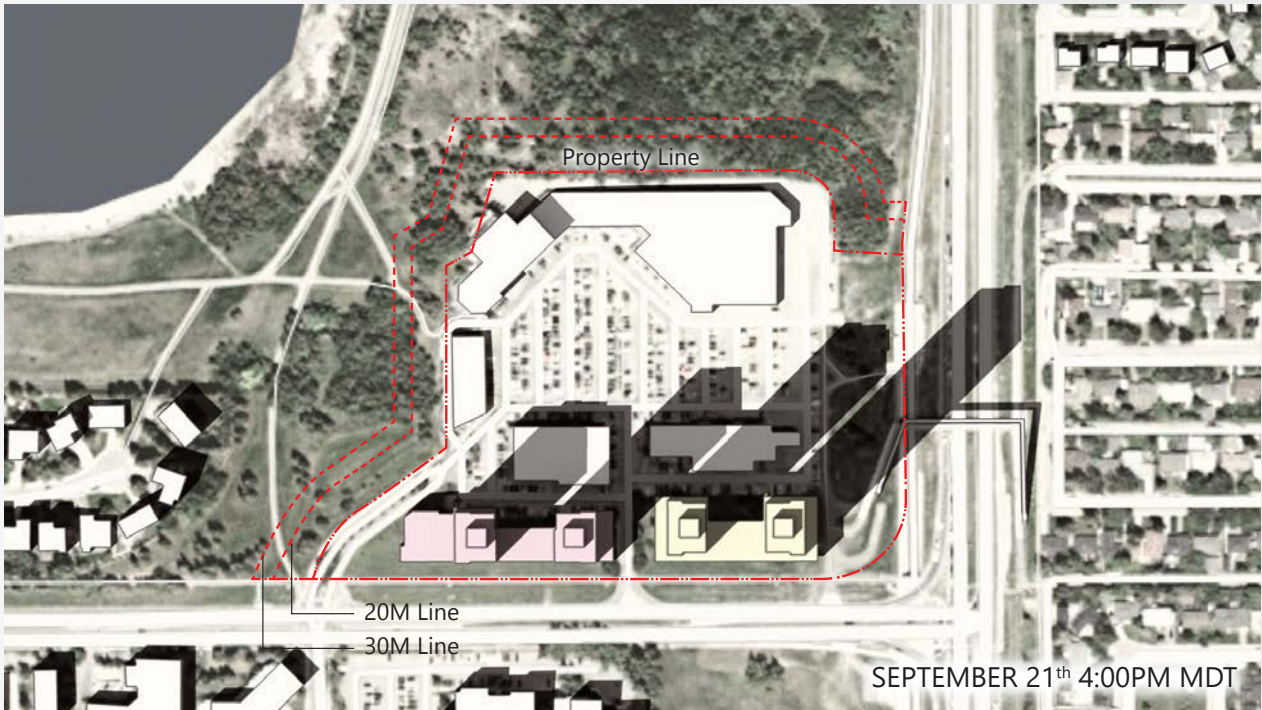
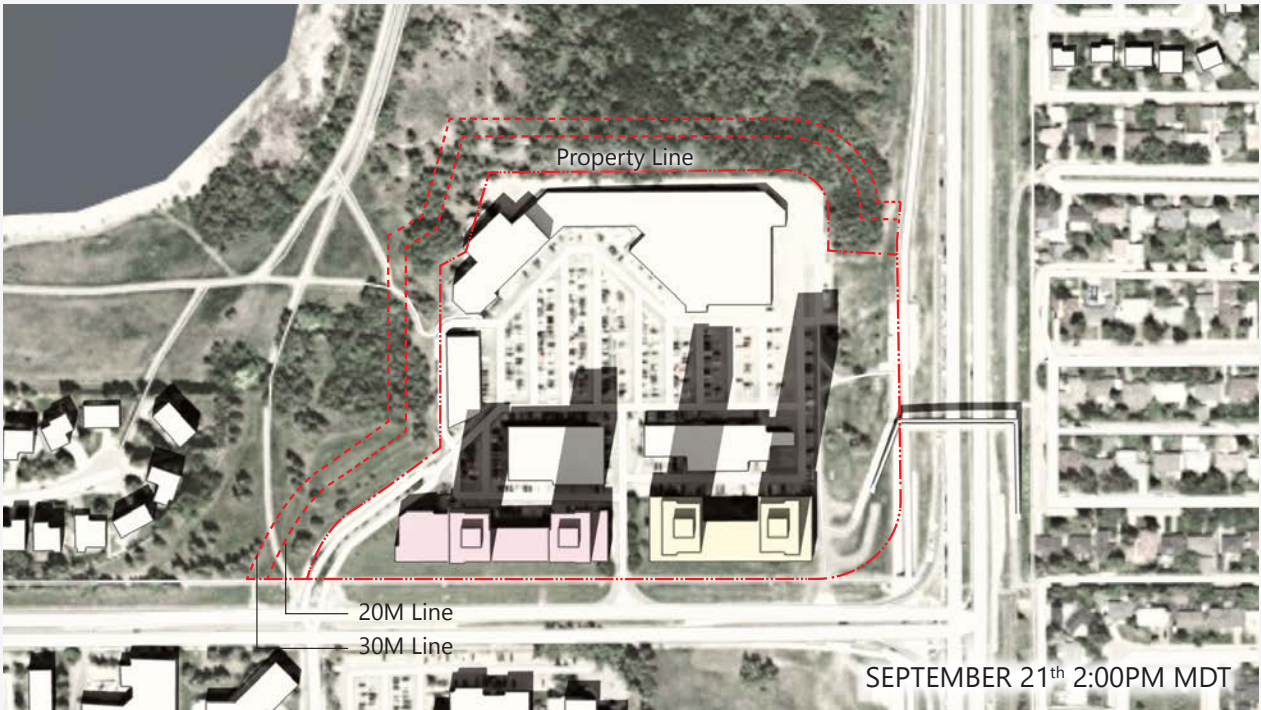
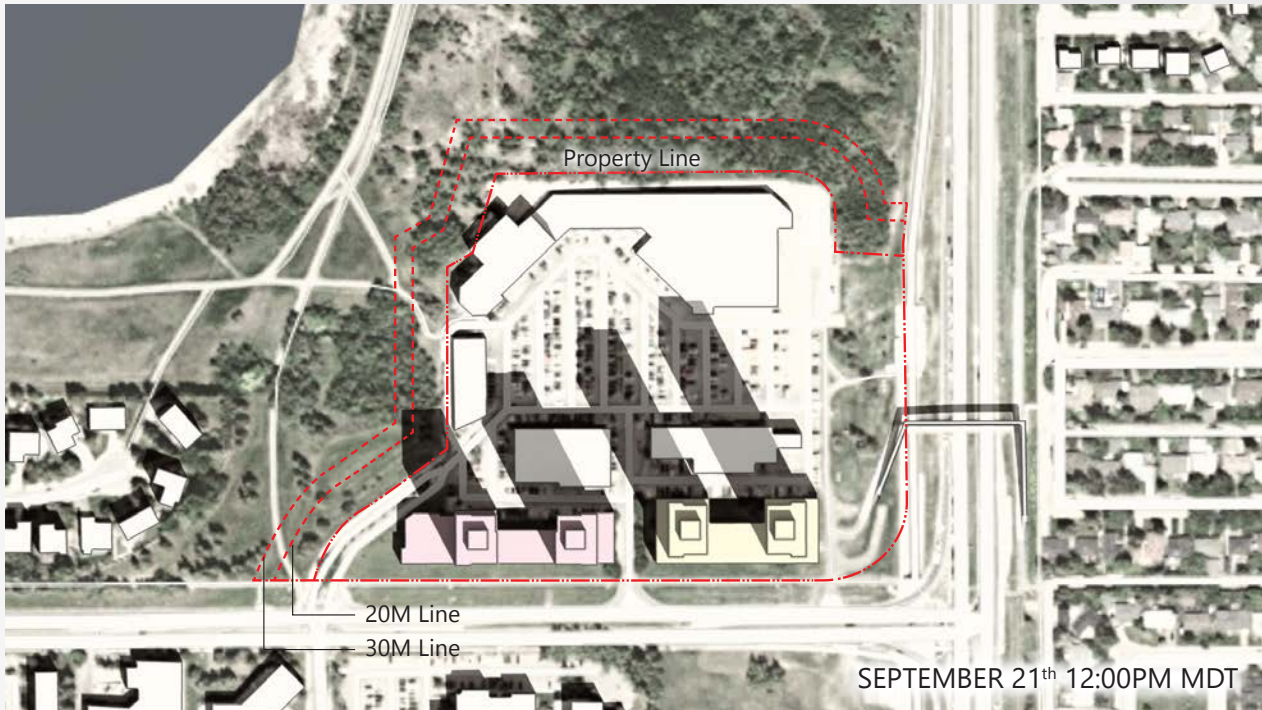
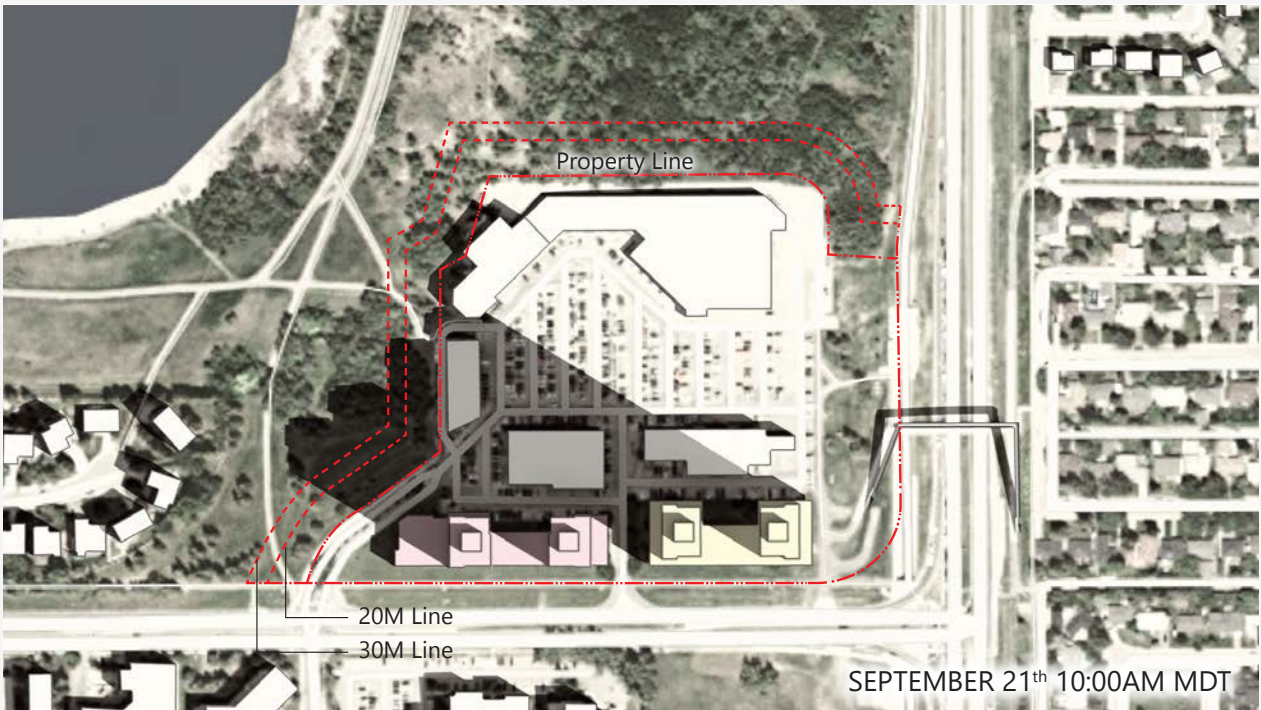


SHADOW STUDIES / PHASE 1 (SET AREA)



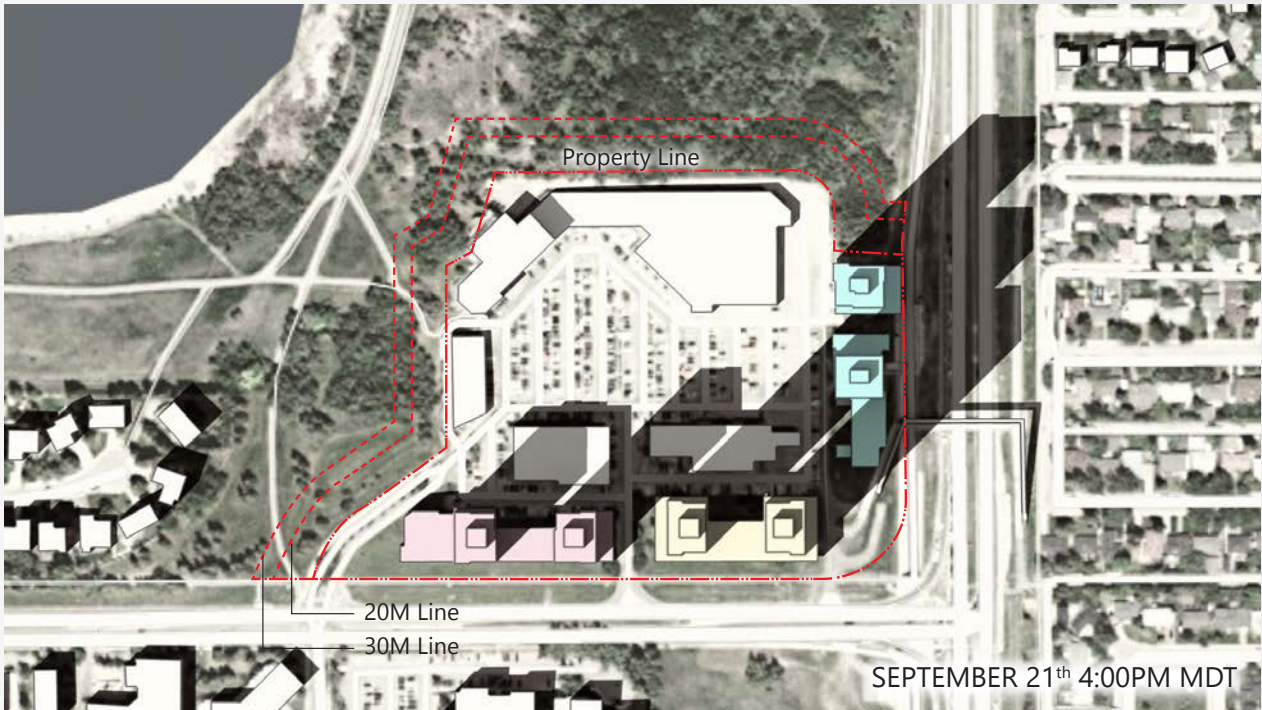
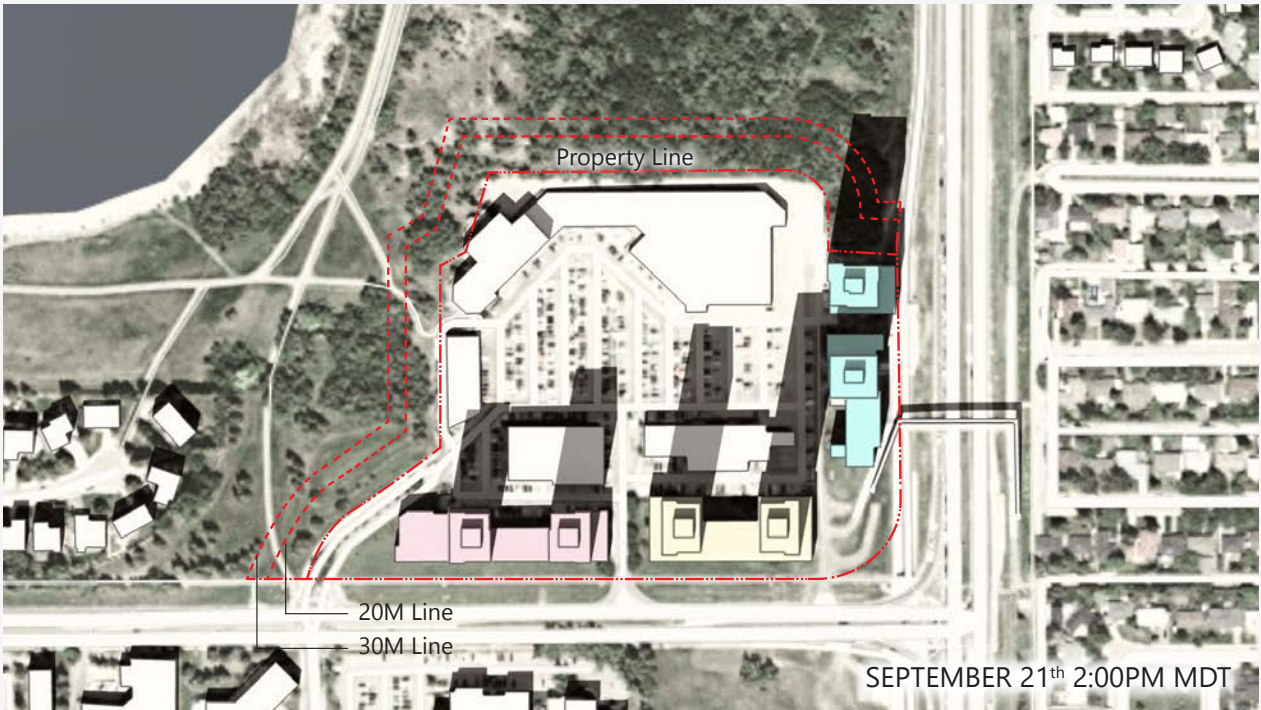
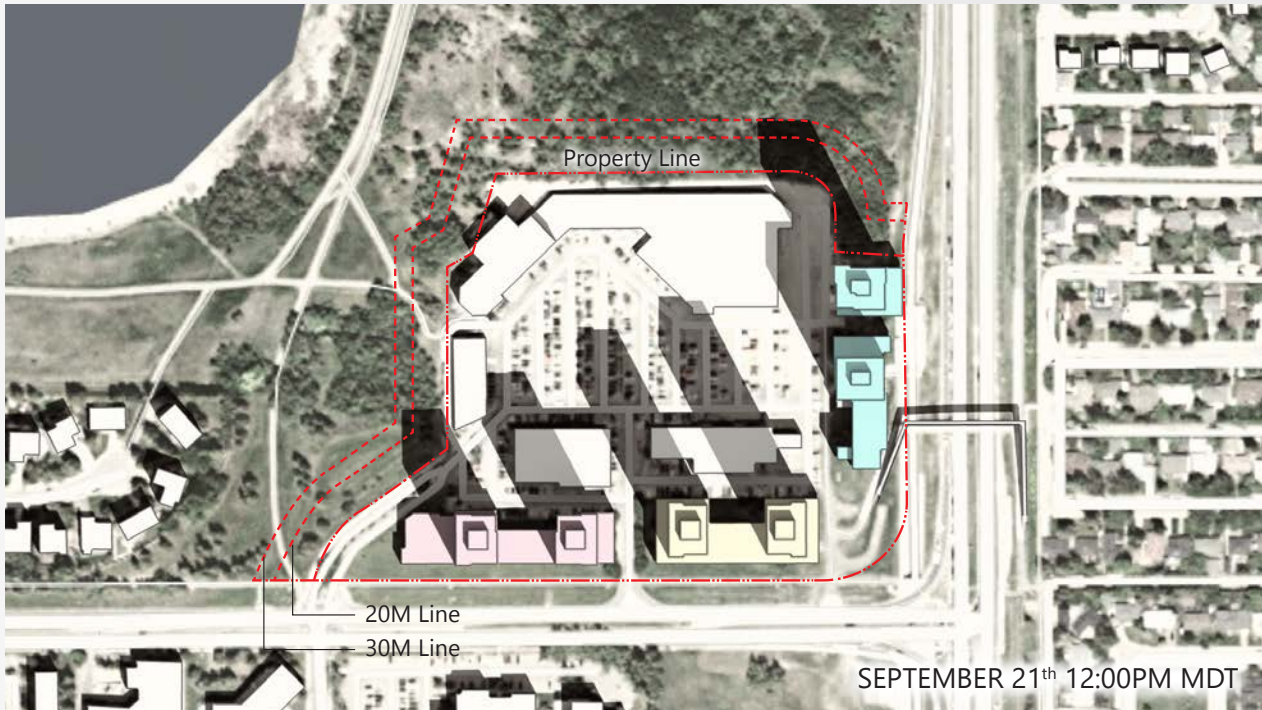
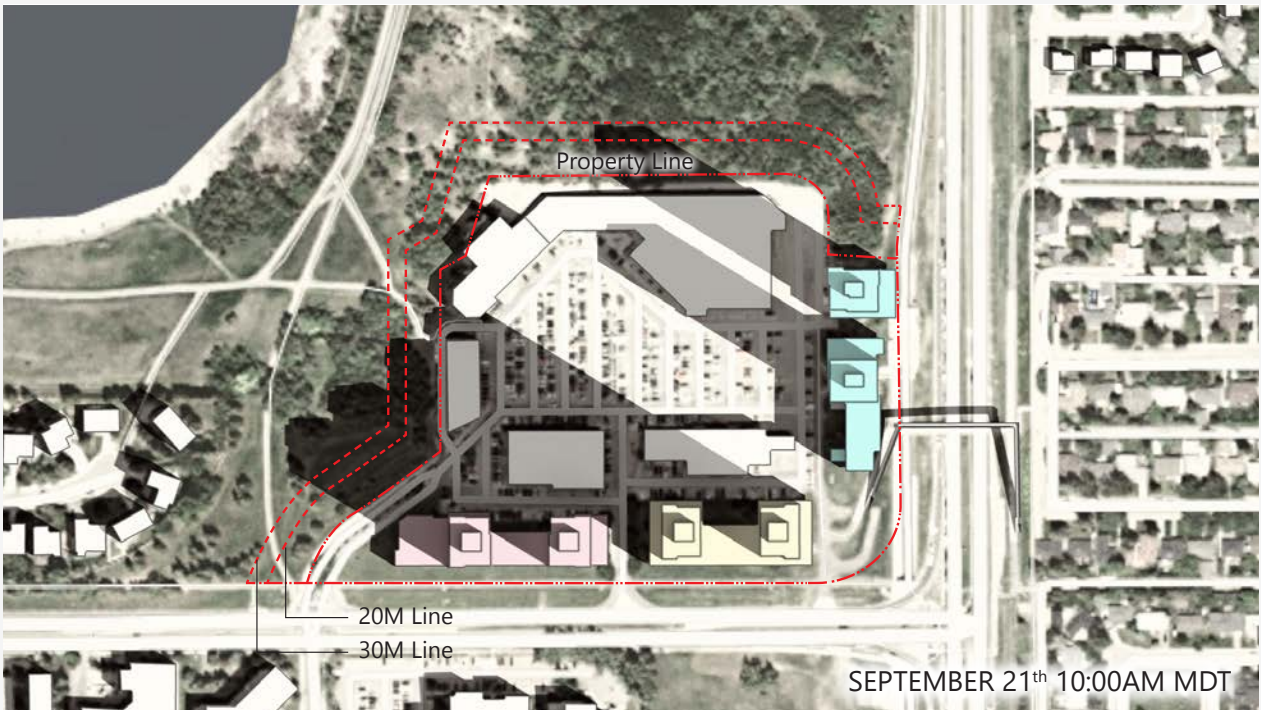
PHASE 1: 15+20 STOREYS; 50+65M

SHADOW STUDIES / PHASE 1, 2 (SET AREA)



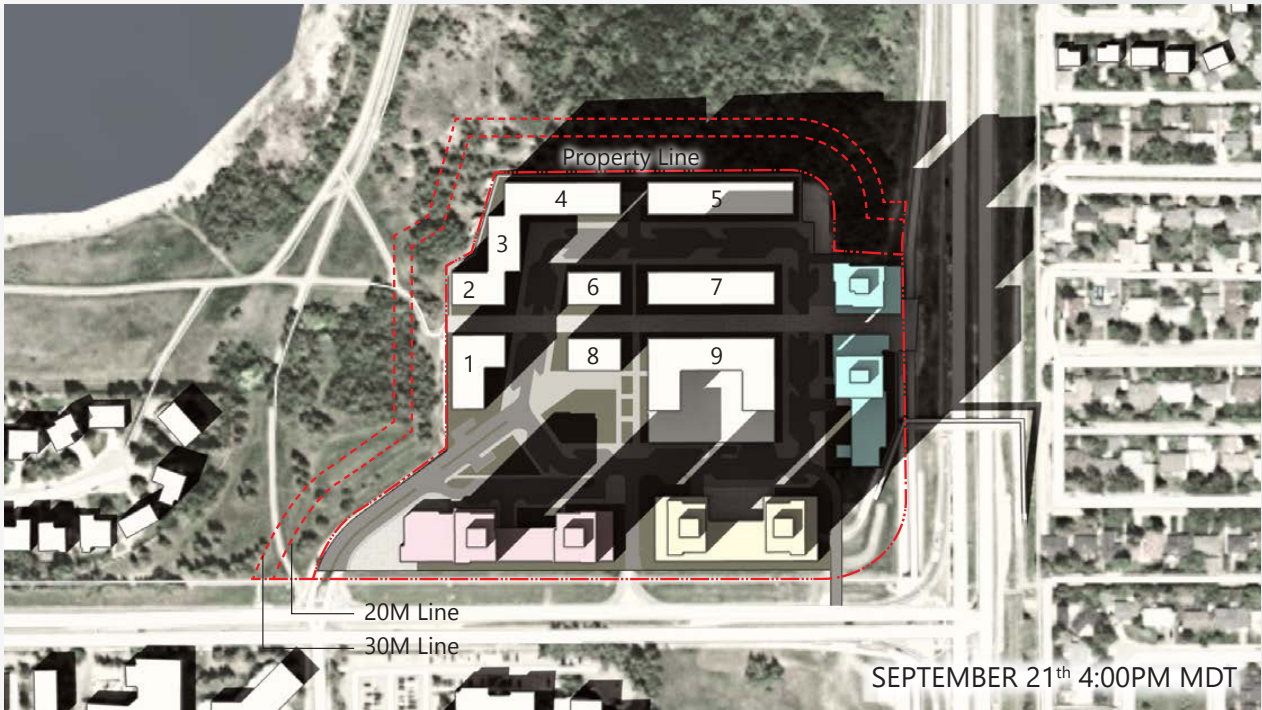
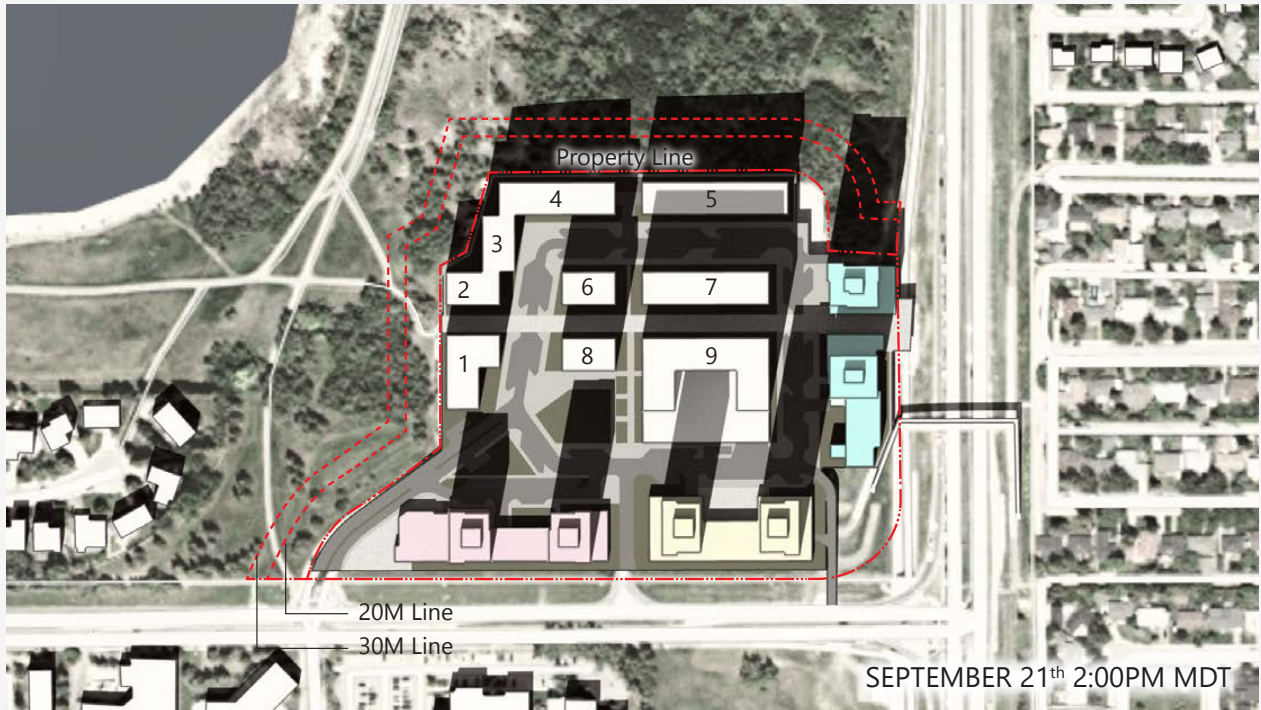
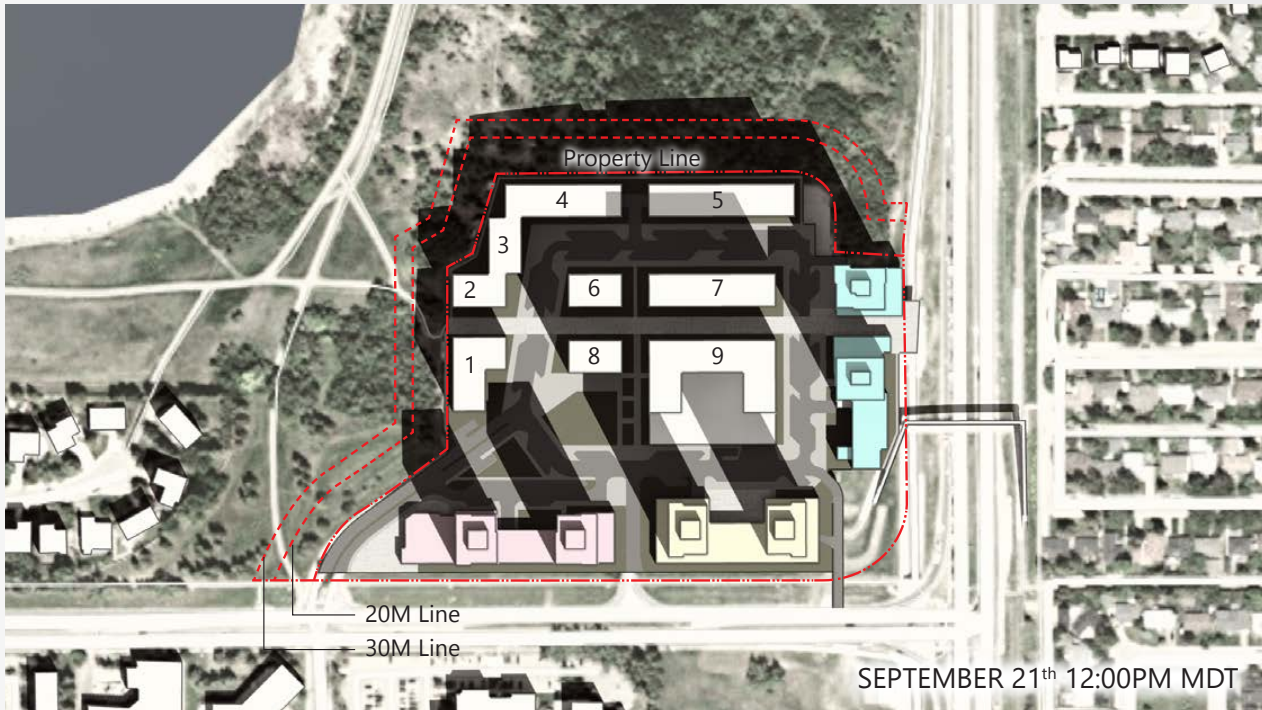
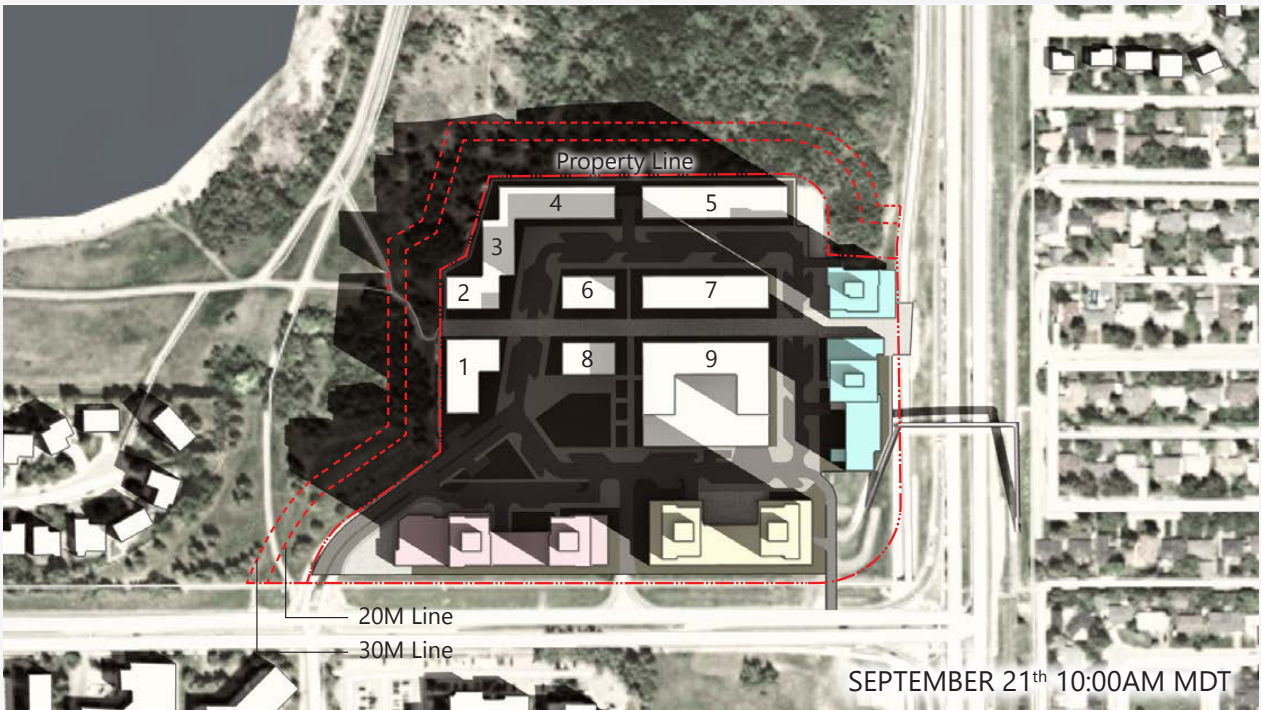
PHASE 1: 15+20 STOREYS; 50+65M PHASE 2: 25+30 STOREYS; 80+95M

SHADOW STUDIES / PHASE 1, 2, 3 (SET AREA)



PHASE 1: 15+20 STOREYS; 50+65M PHASE 2: 25+30 STOREYS; 80+95M PHASE 3: 20+20 STOREYS; 65M+65M

SHADOW STUDIES / 25 YEAR LONG TERM (FLEX AREA)



PHASE 1: 15+20 STOREYS; 50+65M

PHASE 2: 25+30 STOREYS; 80+95M

PHASE 3: 20+20 STOREYS; 65M+65M

LONG TERM BLDG 1~5: 12 STOREYS; 37M

BLDG 6&8: 19 STOREYS; 60M

BLDG 7&9: 23 STOREYS; 75M

INTEGRATION WITH SURROUNDING NATURAL AREAS

The interface between the Glenmore Landing redevelopment and the city-owned open space to the north and the Glenmore Reservoir to the northwest, will be designed to ensure the sensitive transition between natural and physical environment. The built form will be designed to enhance the views of the Glenmore Reservoir. Redevelopment in these interface spaces will be designed to achieve integration with the existing pathway and open space systems.

The landscape treatments between Glenmore Landing and adjacent natural areas of South Glenmore Park will create a harmonious transition between the built environment and natural areas. Recognizing the importance of preserving the existing natural areas and minimizing development impacts on these areas, new development shall prioritize providing soft surface landscape buffers using native plants. Site grading will consider existing drainage paths and ensure the development does not impact surrounding drainage patterns or provides solutions which maintain existing drainage routes. Onsite drainage abutting natural areas shall be designed as naturalized bioswales, rain gardens or as other green infrastructure. Grade differences are to be designed to minimize the need for large retaining walls adjacent to the natural areas. Where retaining walls may be required, they are to be fully located on private property and layout shall mitigate potential disturbances to the natural areas.

A fence along the property line will define the limits of the development and ensure separation to limit impacts from adjacent uses upon the natural areas. Fencing shall provide a clear boundary while minimizing its visual impact. Fencing materials are to be durable, sustainable, and consider material life span and long-term maintenance to minimize environment impacts. Native plantings shall be incorporated along the fence line to help blend fencing into the surrounding landscape, while providing additional habitat and ecological benefits. Fencing will be selected to respect the unique character and beauty of the natural areas it borders.

Interfaces shall create a space that encourages a sense of stewardship and appreciation for the natural areas while enhancing the quality of life for building occupants, residents, and visitors.

INTERFACE TREATMENTS WITH PATHWAYS

The existing pathway along 90 Avenue SW, and the South Glenmore Park connecting pathway along the west property line are both important pedestrian and bicycle connections to the surrounding communities and connecting people to the rest of the City as a whole. The proposed interface between existing pathways and the Glenmore Landing Redevelopment must ensure public safety and accessibility. Interface treatments are to ensure sightlines are maintained, City of Calgary setbacks from pathway edges are adhered to and development does not impact the existing pathway connections and routes. Where private walks are to be added for street orientated units, an increased pathway width may be considered to limit pedestrian conflict points. Connections to existing pathways should maintain existing grades of the pathway to limit grade differences which may result in accessibility issues.



7.2 INTEGRATION OF BUILT FORM AND PUBLIC REALM

The redevelopment of the Glenmore Landing Shopping Centre will include the addition of several significant mixed-use buildings as well as lots of opportunity to create important outdoor amenity spaces. These public realm elements function as the “glue” which hold all the pieces of the site together to create one cohesive and well organized plan. As such, the relationship between the public realm and the proposed built form is of utmost importance.

There are several key design principles to be considered to ensure that the buildings and outdoor spaces are complimentary to one another and provide a pleasant, comfortable and safe pedestrian environment throughout the site. The way in which taller buildings transition down to the street, edge treatments at street level with adequate sidewalks, landscaping, site furnishings and signage and the clear identification and delineation of parks and open spaces all work together to provide an enhanced and vibrant public realm.

The proposed buildings in the initial phases of redevelopment are envisioned to be high rise residential podium buildings. Instead of commercial frontage at the ground level, the podiums will include living units at grade along the internal streets and site edges. This use at the street level will provide a finer grain of detail and a more human scale to those portions of the buildings experienced by pedestrians. The streets along these edges will be enhanced by entrances and outdoor spaces for the residents and the activity of people coming and going. Eyes on the street will also provide for an incidental yet valuable level of safety and security.

ACTIVATING THE GROUND FLOOR

Active Frontages are being proposed in key areas where pedestrian interaction is high throughout the site (visually represented on Fig. 2 Long Range Master Plan on page 14).

At this stage the design is highly conceptual, however, we are proposing the following design considerations to achieve active frontage where retail options are not viable:

1. **Glazing:** The use of glazing, to allow visual connectivity between the pedestrian experience and interior uses of the building.
2. **Architectural features and design:** By providing at grade articulation of various building features and materials to engage the public at a pedestrian scale. This will also be used to help avoid blank walls along pedestrian corridors. More specifically, by applying similar design as seen in liner buildings, for example, the spatial demands of larger scale retail can be balanced with a smaller scale ground floor activation, essential for creating high-quality pedestrian-oriented public realm.
3. **Landscape features and amenities:** By providing vegetation screening as a means to break up larger portions of the building structure or unwanted sights such as ventilation grilles and service access. Public and private outdoor amenity spaces which have high quality surface finishes, seating concepts, and art are all options to achieve an active frontage.

In summary, by utilizing a combination of activation concepts we will be able to create a vibrant and engaging urban realm through the integration of the built form, and the public.

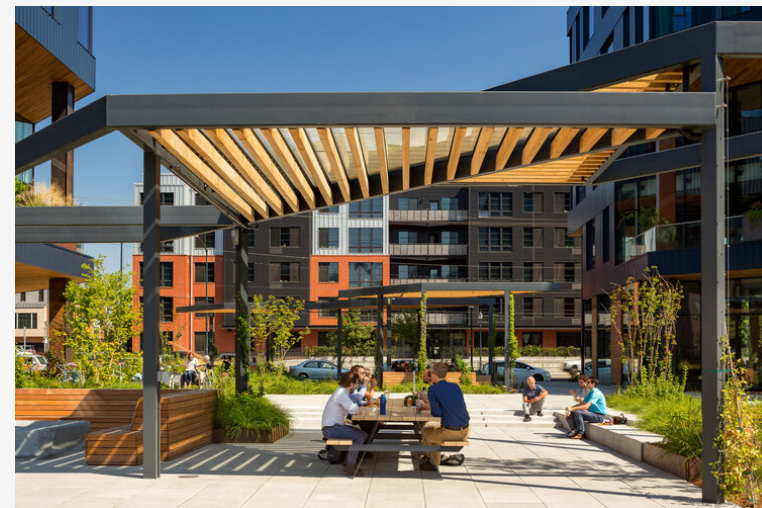
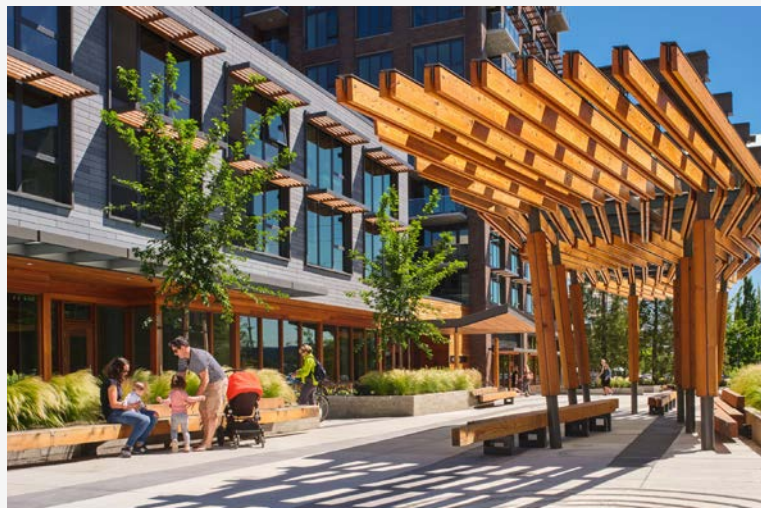
The site element of the High Street, envisioned to span the site from the 14 Street BRT station west to the Glenmore Reservoir pathway is also an important urban design feature organizing the built form around the public realm. In particular, it provides clear entrances or “gateways” into the site for pedestrian visitors at either end. Along the way, the buildings that flank either side of the street will be activated with shops, storefronts and restaurants in a finer grain of detail, with complimentary outdoor spaces for the summer months. Site elements such as trellises or canopies for shade, street furnishings, public art and signage for wayfinding will all work together in a cohesive design of built form and public realm.

At the east end, adjacent to the bus station, a transit plaza is envisioned, signifying the arrival to Glenmore Landing. Integrated landscaping, street furnishings and pedestrian scaled lighting will all add to this important orientation node. The west end of High Street is quite different with people arriving from spending time along the reservoir pathways. The transition from south Glenmore Park to High Street will include design elements to welcome the arrival of the pathway users. Once again flanked on either side by appropriately scaled buildings, a gateway feature with an overhead structure complimented by wayfinding signage, street furnishings, landscaping and bicycle parking will all provide for a sense of arrival. A food hall is envisioned as a potential use at this entry point into Glenmore Landing.

BUILDING FACES



SITE FEATURES



8.0

BUILT FORM

The first few phases of the redevelopment of Glenmore Landing involve a series of high rise residential buildings on podiums, all to be built on the adjacent available vacant lands. These significant sites located along 90 Avenue to the south and along 14 Street to the east are generous enough to accommodate some significant densities in the forms mentioned. These busy thoroughfares also define the boundaries of Glenmore Landing, a significant site that has anchored this corner of southwest Calgary for the past 40 plus years.

The placement and scale of these initial buildings has been determined by carefully considering the adjacent lands in all directions. To the north is a substantial natural area stretching as far as the Glenmore Reservoir and is zoned as a Special Purpose Community Reserve District. To the west is additional Special Community Reserve District and low density residential beyond. To the south and east are the busy streets of 90 Avenue and 14 Street with more low density single family beyond in the adjacent communities of Pump Hill and Haysboro. The placement and more importantly, the heights of the proposed buildings have been influenced by these important factors.

Development adjacent to the busy streets lends itself to locating greater densities in taller buildings at these locations. Carrying this principle further, heights of buildings transition from mid to higher rise as the buildings approach the intersection from both directions. In other words, buildings get taller as they move away from the single family communities and community reserve natural areas. Considering neighbourhood character and the adjacency to these areas requires a transitional approach to the development, appropriate and respectful to the existing character of those areas. There is also the notion of architectural significance by locating the taller buildings on the “prow” of the site - a kind of beacon gesture or marker for the site. Transitioning of the taller buildings and the impacts from shadows on surrounding uses and users is also an important variable that has been carefully considered.

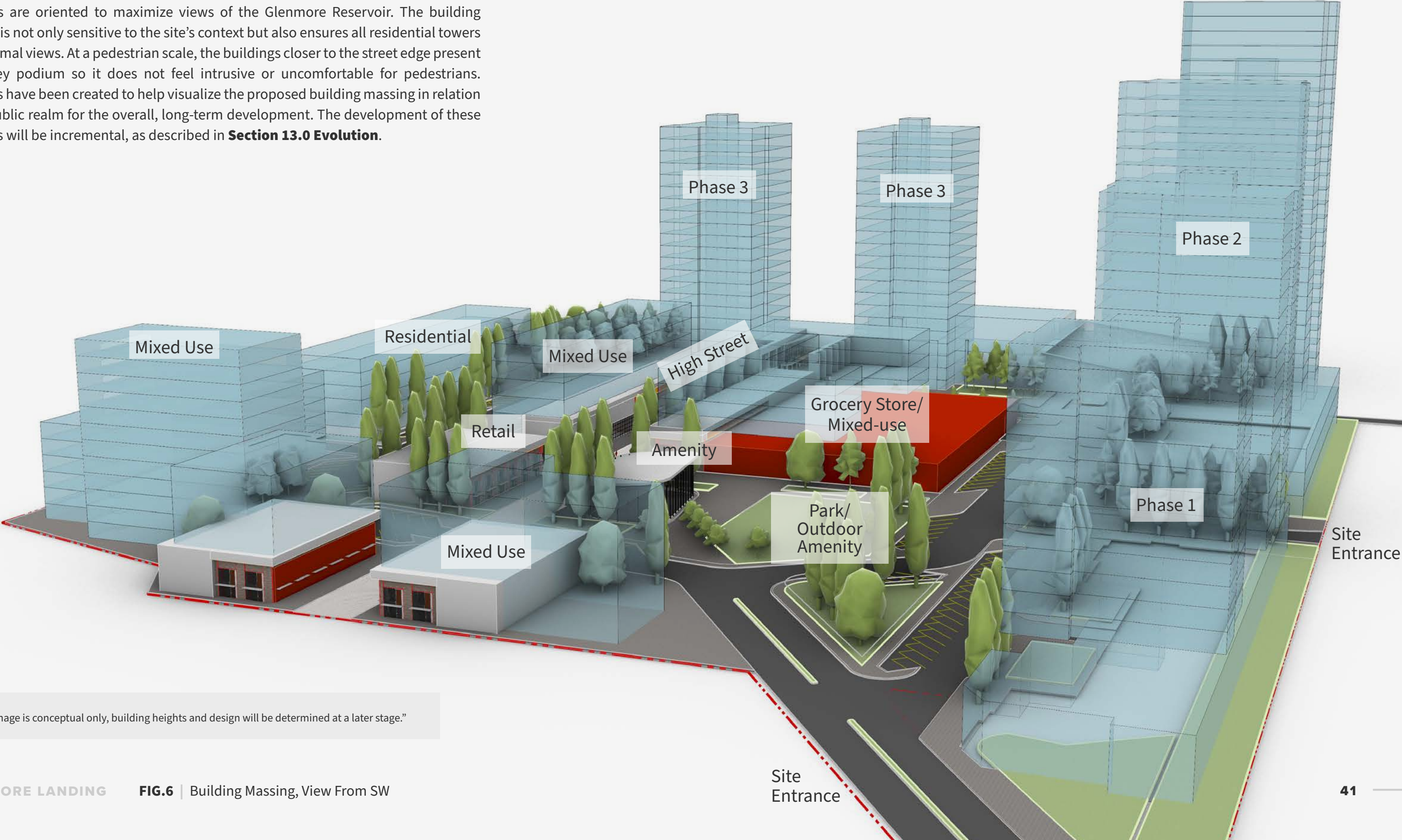
The proposed building heights have been carefully considered in alignment with the City of Calgary Transit Oriented Development Policy Guidelines. Specifically, the proposal locates the highest density buildings closest to the existing BRT Station in order to have increased density in closest proximity to direct transit access. Ascending building heights are proposed as part of this application to prioritize density

in proximity to transit access and to consider the surrounding neighbourhoods and amenity areas. In summary, the buildings proposed within the “Set Area”, as defined in Section 13, shall be a variety of heights.

At street level, along both the internal roads and the adjacent City streets, the building massing and articulation presents a very different experience. As noted earlier, all buildings proposed for these first few phases are podium based designs. Although each development block has a high rise residential component, they are all founded on two storey residential podiums at the street level. This lower structure and finer grain of detail provides a more pedestrian scaled environment and helps in transitioning buildings from low to mid and high rise forms. That said, appropriately scaled street walls are also created by the podiums, along the internal streets and the High Street element envisioned in the master plan concept, creating the opportunity for a variety of activities and a more vibrant street experience. Street edges are completed with generous sidewalks providing a safe buffer distance away from cars and on-street parking along the ring road. Integrated landscaping, plaza spaces and street furnishings all contribute to the blending of the built forms within the network of the entire site.

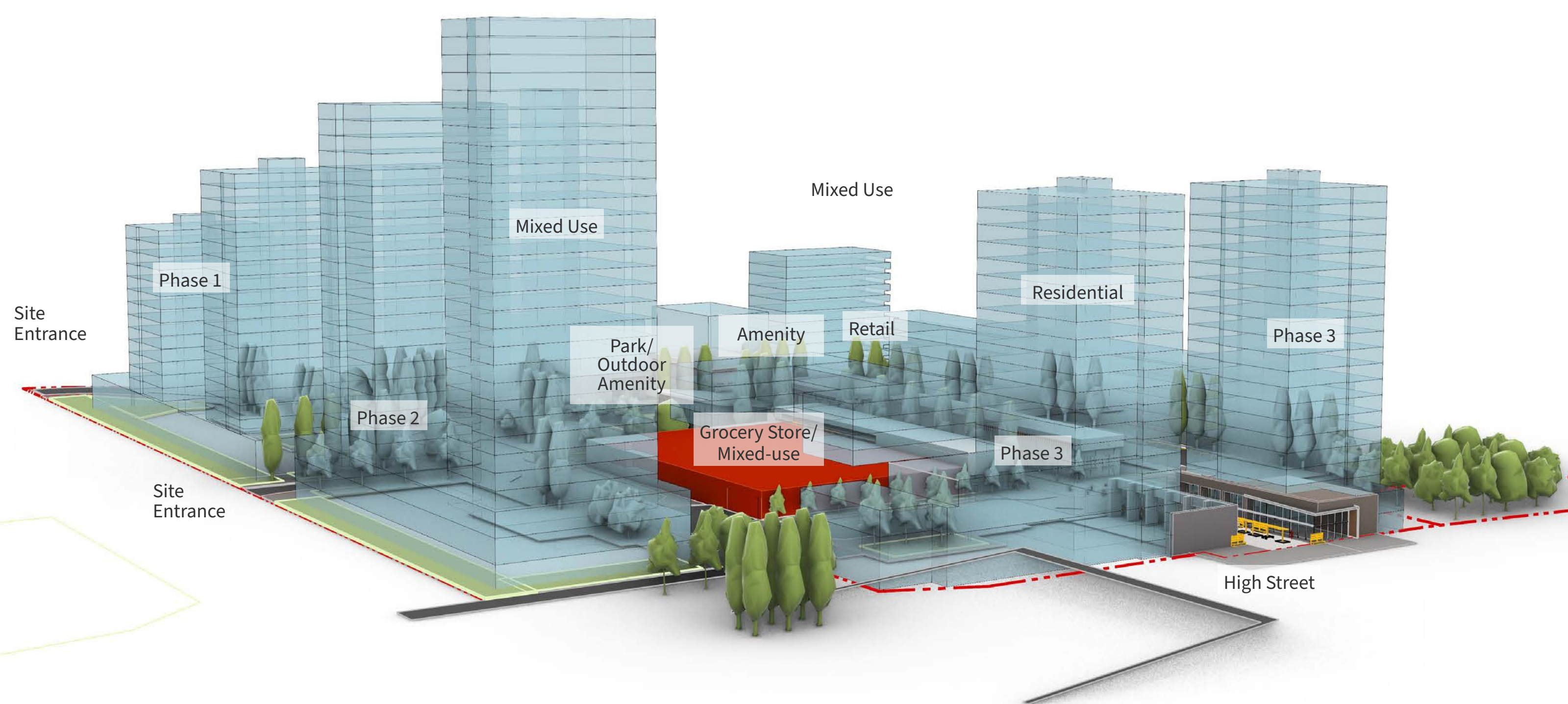
8.1 BUILDING MASSING

Buildings are oriented to maximize views of the Glenmore Reservoir. The building massing is not only sensitive to the site’s context but also ensures all residential towers gain optimal views. At a pedestrian scale, the buildings closer to the street edge present a 2-storey podium so it does not feel intrusive or uncomfortable for pedestrians. Concepts have been created to help visualize the proposed building massing in relation to the public realm for the overall, long-term development. The development of these buildings will be incremental, as described in **Section 13.0 Evolution**.



Please note, this image is conceptual only, building heights and design will be determined at a later stage.

*Please note, this image is conceptual only, building heights and design will be determined at a later stage."



9.0

PARKING

The Glenmore Landing Redevelopment Plan considers the importance of providing sufficient on-site parking by including a variety of parking options for residents and visitors, as outlined in **Figure 8. Parking Typology**. Sufficient and adequate grade-level and underground parking for all development will be provided. Summarized below are the variety of parking options the Glenmore Landing Redevelopment Plan proposes.

- Underground parking is proposed under residential and mixed-use structures for patrons and residents living on the site.
- Angled surface level parking is proposed throughout the site directly adjacent and in close proximity to structures, amenities, and the High Street.

Glenmore Landing Redevelopment will also provide parking for non-vehicular modes of transportation, such as bicycles.



FIG. 8 | Parking Typology

10.0

CONNECTIVITY

Connectivity throughout all phases of the overall development, pedestrian and vehicular, is designed in a manner to ensure direct, legible, and well accessed connections to and within the site. The mobility within the site will strike a balance between safely & efficiently managing traffic and providing places to park, while also ensuring a safe, comfortable, and well-connected multimodal pathway/sidewalk system is introduced.

10.1 PEDESTRIAN

As outlined in **Section 5.1 Guiding Principles**, establishing strong multimodal connections is a primary influence to the redesign of the Glenmore landing site, with a focus on providing an integrated network that improves connectivity across the wider area through creating direct, unobstructed, and safe connections. This design includes the introduction of two major connections that will form the backbone of the site; the “High Street” connecting pedestrian/cyclists east/west from the BRT to the Glenmore Park pathway system, and the north/south connector, bringing pedestrian/cyclists into the site from the south access point, and connecting to the main High Street. The intersection of these two connectors will create a unique opportunity for an animated “square”, full of human activity, in keeping with the guiding principle of creating spaces for visitors and residents to gather.

Redevelopment will ensure that those access points that exist already are enhanced and connected to new pathway systems within the site. This includes the existing regional pathway along 90 Avenue SW, the Glenmore Park pathway system, the BRT station, and the pedestrian overpass that connects pedestrians/cyclists to the neighbourhoods to the east. All pedestrian accessibility should utilize principles of Universal Design and all applicable City of Calgary accessibility standards and guidelines. The proposed connectivity is further outlined in **Figure 9. Pedestrian Connectivity**.

The building lobbies create a unique opportunity to enhance public realm connectivity. Lobbies located in relation to one another create a dialogue between buildings and activate the public realm. The N/S connector and High Street both create primary place making opportunities with a unique visual identity achieved through attractive public realm design. These interstitial spaces create nodes of interaction for visitors and residents alike. Over time, this same connectivity allows for integration of all phases of the development. All outdoor areas are open to allow for eyes on the street, so all users are safe when walking, riding or driving. Both residents and visitors to Glenmore Landing will be free to move throughout the development clearly and safely.



PEDESTRIAN CONNECTIVITY



10.2 VEHICULAR

As supported by the Transportation Impact Assessment (TIA) prepared by Bunt & Associates Engineering, vehicular access is intended to be provided by the existing access points on site. This is characterized by the SW access point, and the right in, right out access located centrally in the south of the lands. Improvements identified from the TIA should be applied in a phased matter as development occurs. Within the site, traffic will be managed in a clockwise manner in an internal ring road structure. Design will be prioritized to ensure limited interaction between pedestrian and vehicular traffic.

The development of the proposed “Set area” (as described in **Section 13.0 Evolution**) at Glenmore Landing will alter traffic to the internal and external road network. However, the proximity of the BRT station and the placement of the residential units atop a well-balanced and diversly tenanted shopping centre will serve to minimize the amount of “new” traffic added to the road network. Internal improvements will be made to resolve existing circulation challenges and to allow for the accommodation of additional internal traffic flows. External to the site, recommended improvements to the 90 Avenue intersections of 14 Street and 16 Street will allow for the adequate accommodation of traffic growth to 2039. It should be noted that improvements to 90 Avenue at 14 Street will be required by 2039 due to background traffic alone, and so the incremental impact of the additional Glenmore Landing site traffic will be supportable without substantive improvements beyond those required due to that ambient background traffic growth.

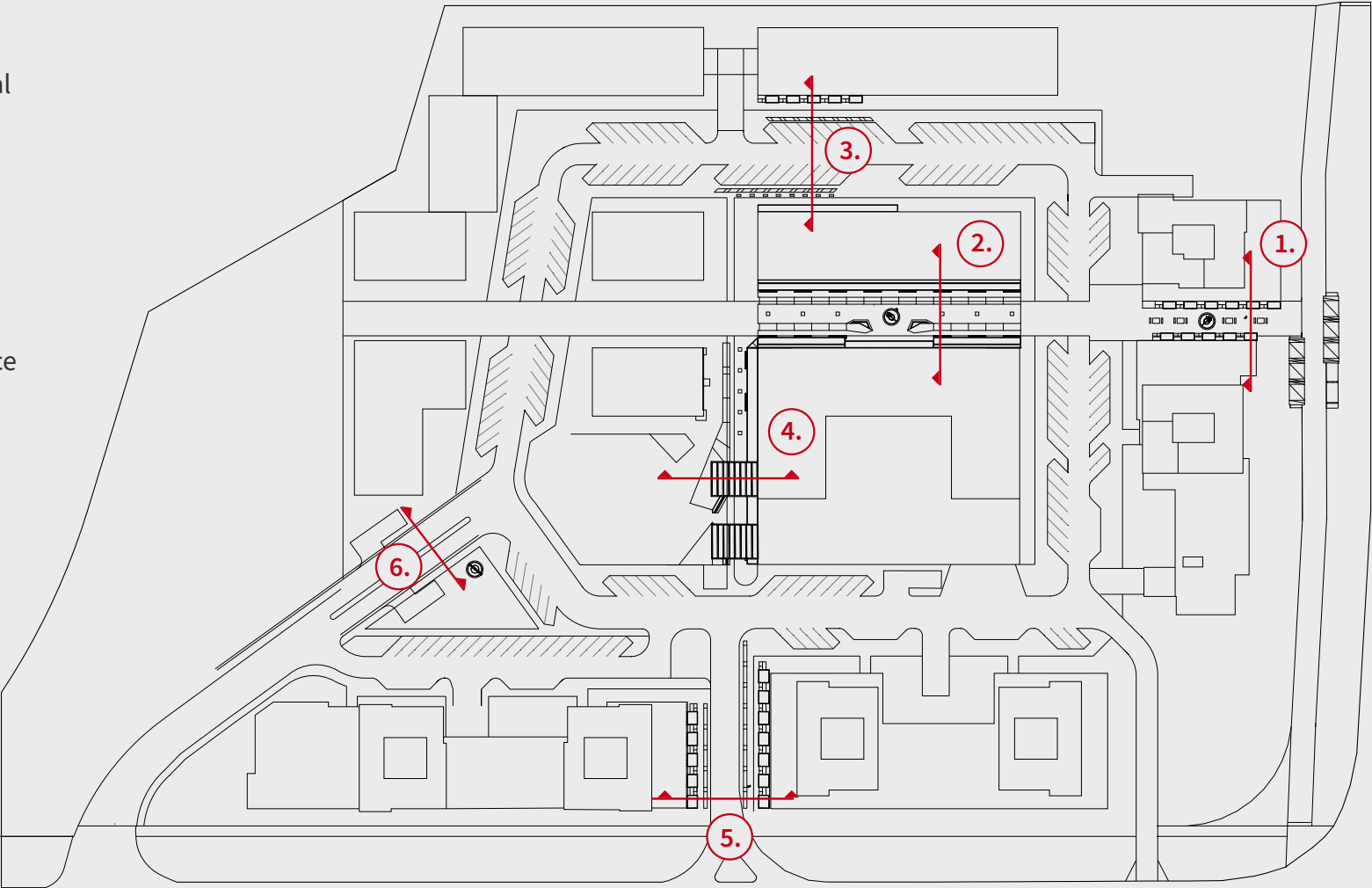


CROSS SECTION KEY PLAN

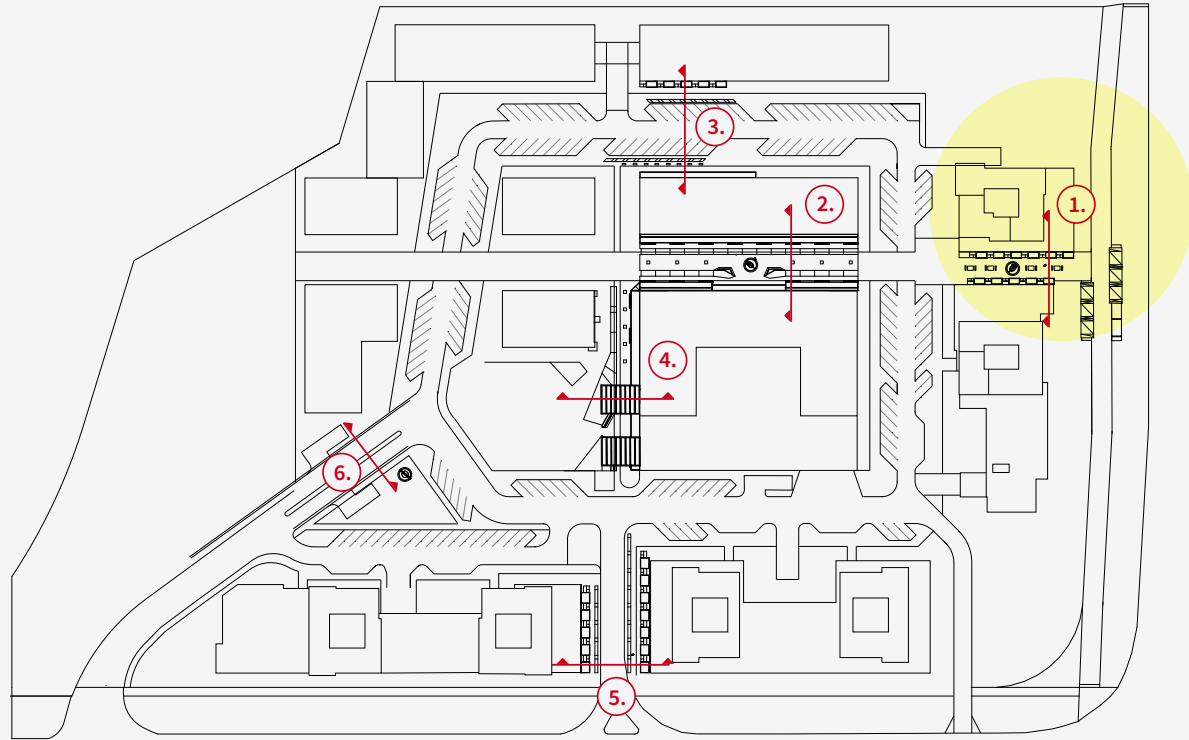
10.3 CROSS SECTIONS

The following section includes six (6) different cross sections of the private roads within Glenmore Landing to demonstrate how vehicle and pedestrian/cyclists traffic will flow through the site, and highlight the variety of design treatments that will be considered in order to create unique, welcoming, safe and comfortable spaces.

- 1 High Street BRT
- 2 High Street Commercial
- 3 Ring Road
- 4 Greenspace
- 5 Southern Entrance
- 6 South-Western Entrance



1. HIGH STREET / BRT ENTRANCE

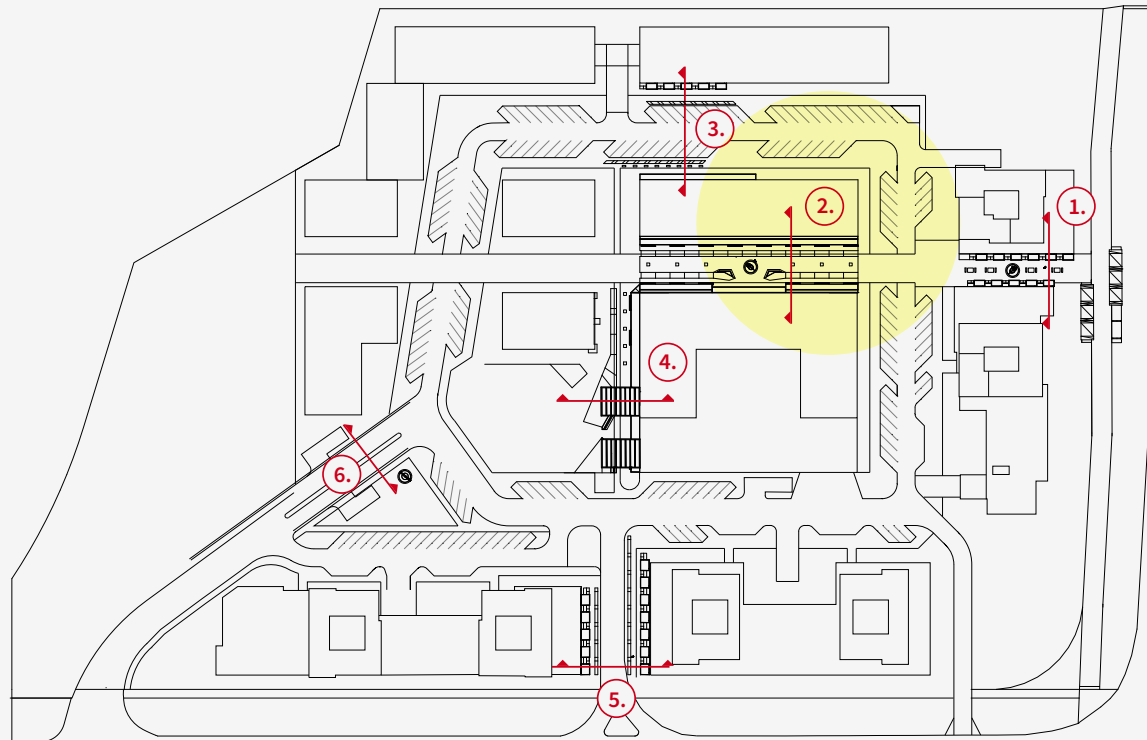


As described in **Section 6.1 High Street**, this key multi-modal east/west connection will include key areas such as:

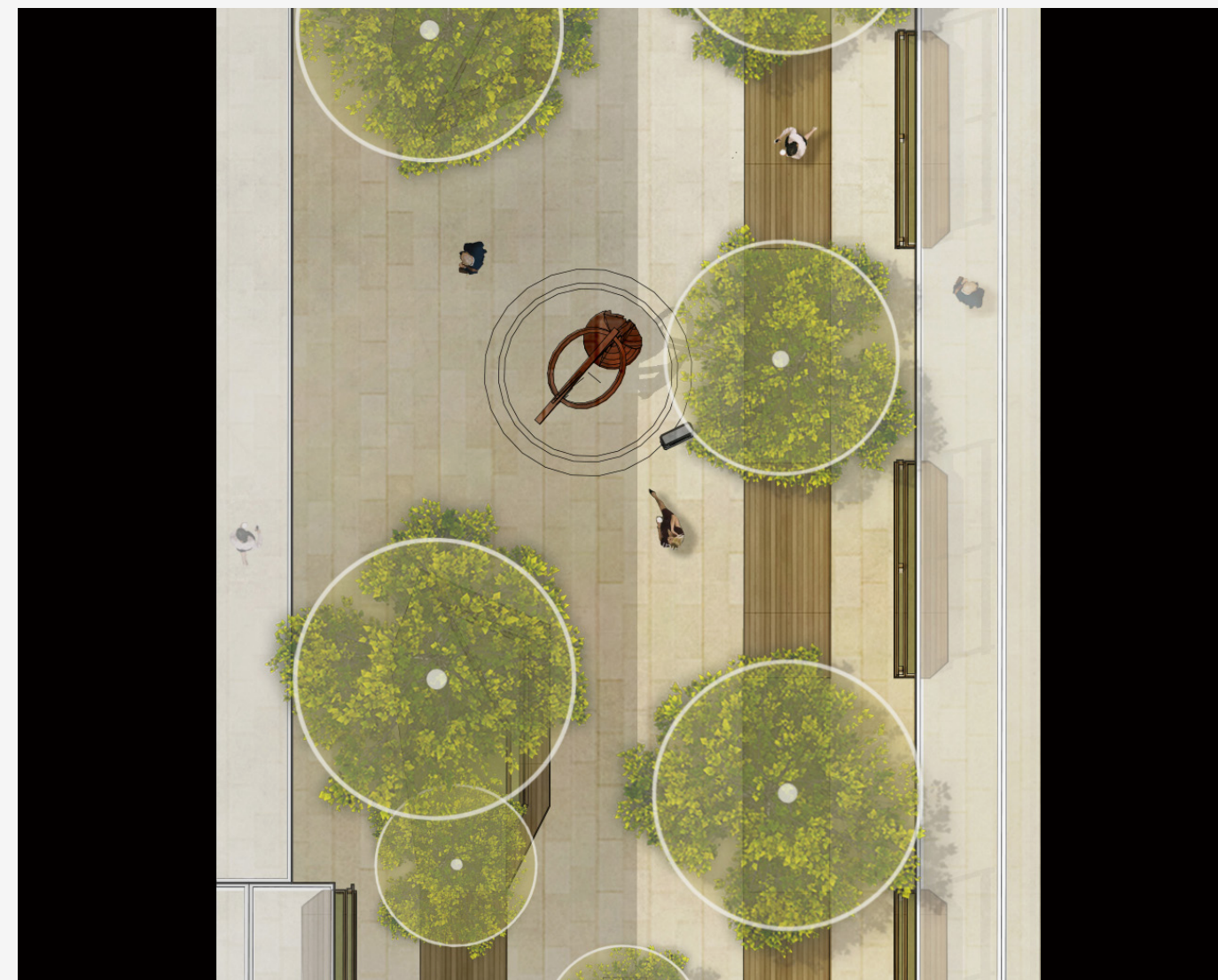
- private amenity space for residential ground floor that provides opportunity for interaction with public realm
- walking areas with sufficient space for two way travel
- street furniture, way-finding, and or opportunities for art within the center or along the sides of the street, with plantings throughout



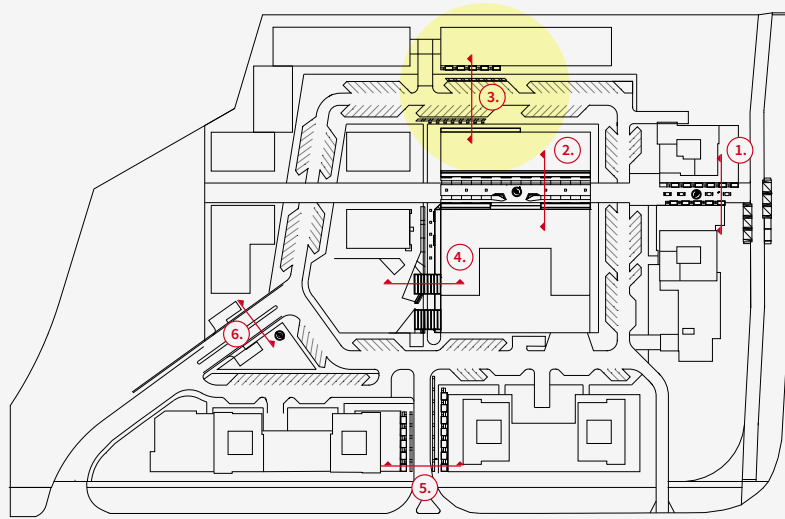
2. HIGH STREET / CENTRAL



This portion of the High Street will see a mix of uses on the ground floor which will create opportunities for “spilling out” of activities onto the street with amenity/gathering design considerations such as outdoor patio space/seating. Sufficient space for two way directional multi-modal travel (for foot and wheel traffic) will be maintained.



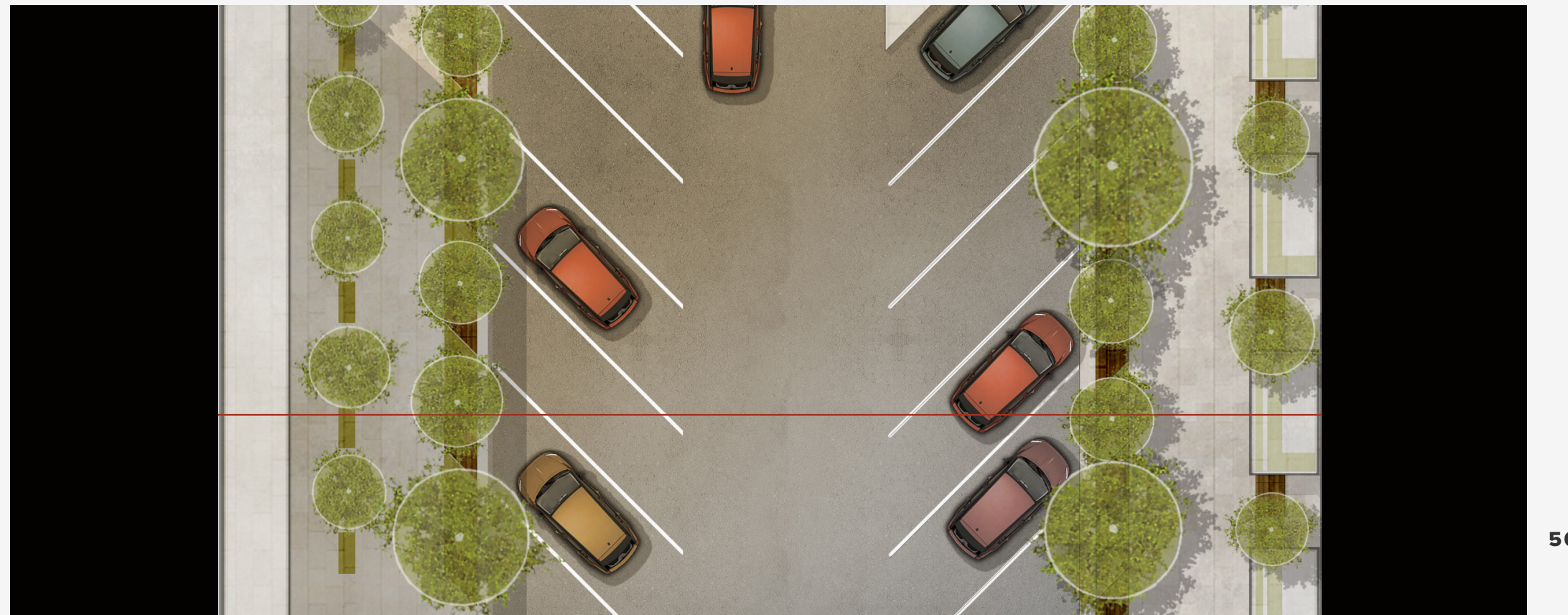
3. RING ROAD



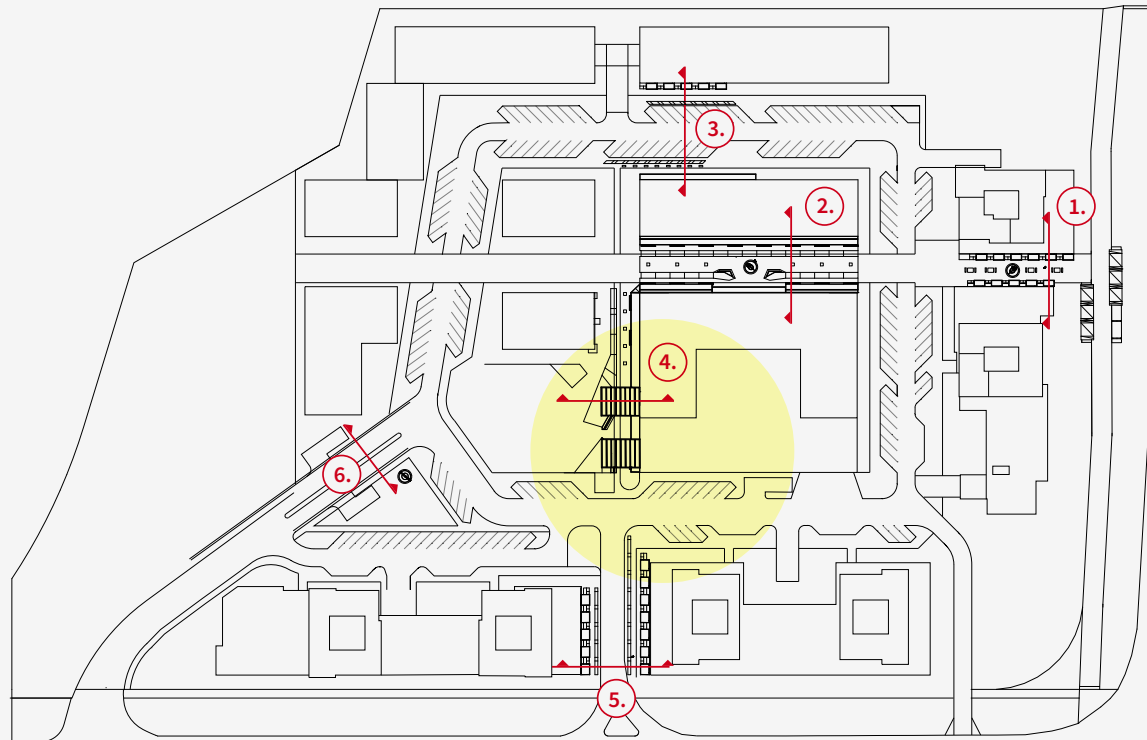
This section highlights the design considerations for the vehicle oriented ring road that will connect vehicles throughout the site. This demonstrates the balance between managing vehicle traffic in a safe and efficient manner, and providing parking, while also prioritizing the pedestrian/public realm with ample sidewalk space and opportunities for interaction with private amenity space at the ground floor.



BUILDING	WALKWAY & POTENTIAL DINING	PARKING	TRAFFIC LANE	TRAFFIC LANE	PARKING	WALKWAY & PLANTING	PRIVATE	BUILDING
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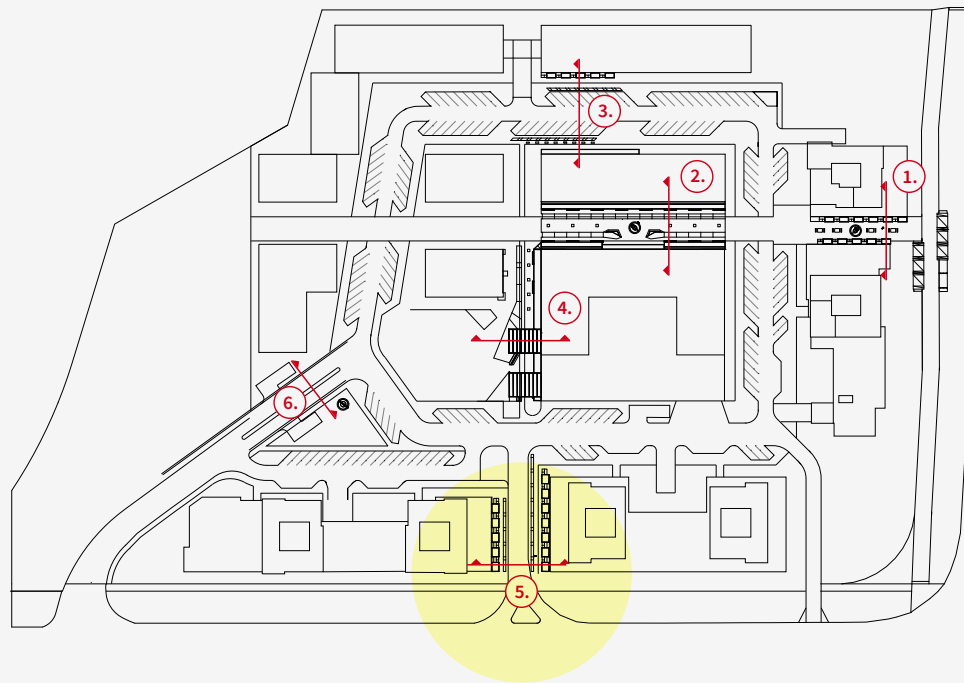
4. NORTH/SOUTH CONNECTOR + AMENITY SPACE



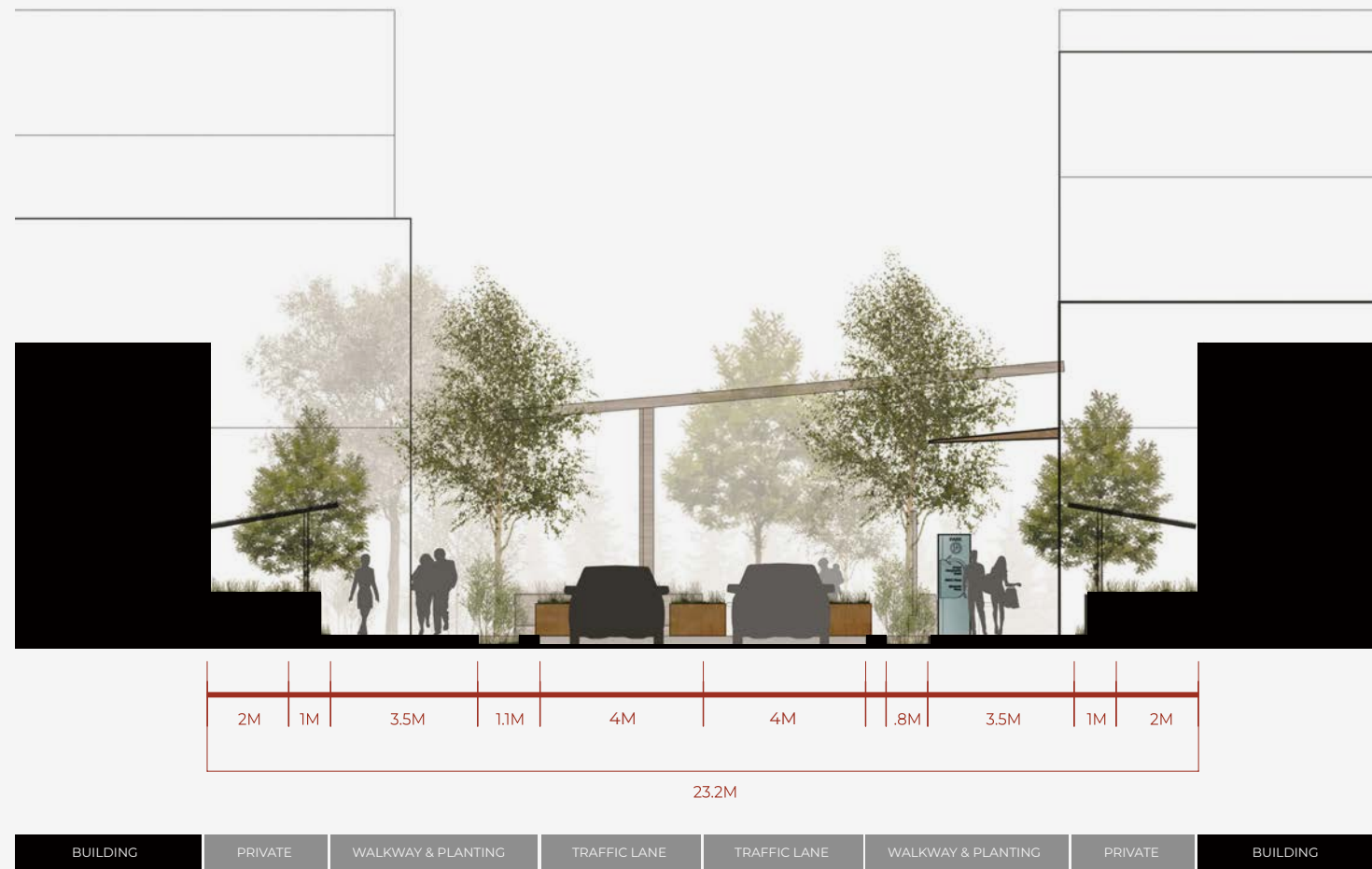
This section highlights the design considerations for the interaction between the N/S connector and the proposed amenity space. The site concept demonstrates the relationship between the public space and the adjacent edges that can be designed in conjunction to create a key community hub. This space is envisioned to be a primary place making opportunity and therefore attention is given to high quality design of the public realm through pavings, plantings, and activation of the ground floor of adjacent buildings.



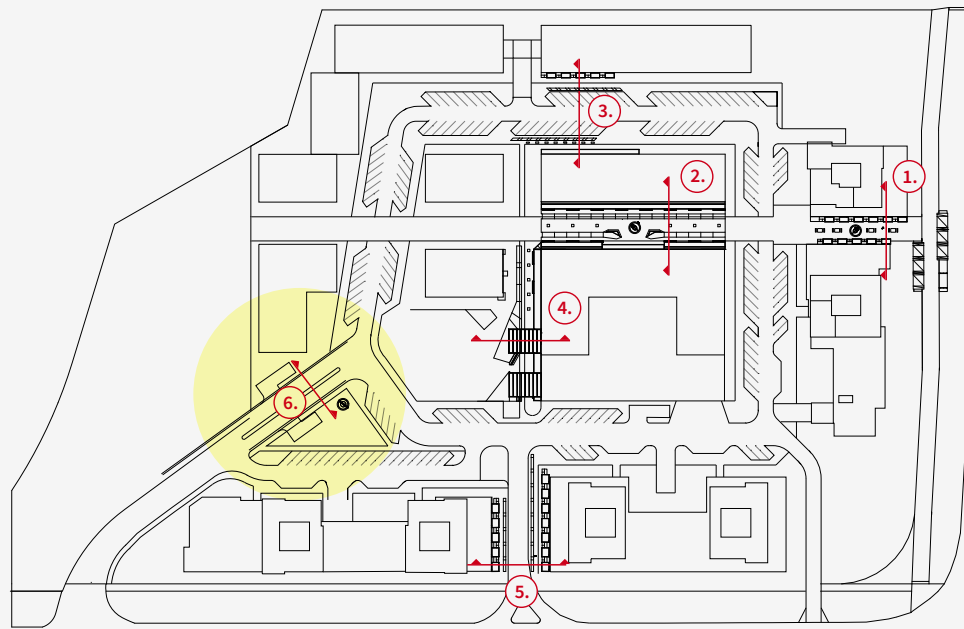
5. CENTRAL SOUTH ACCESS



This cross section demonstrates one of two access points into the site. Design considerations such as plantings, street furniture, and human scale lighting, will be applied in order to create an enhanced gateway experience for both pedestrian and vehicular traffic at this location.

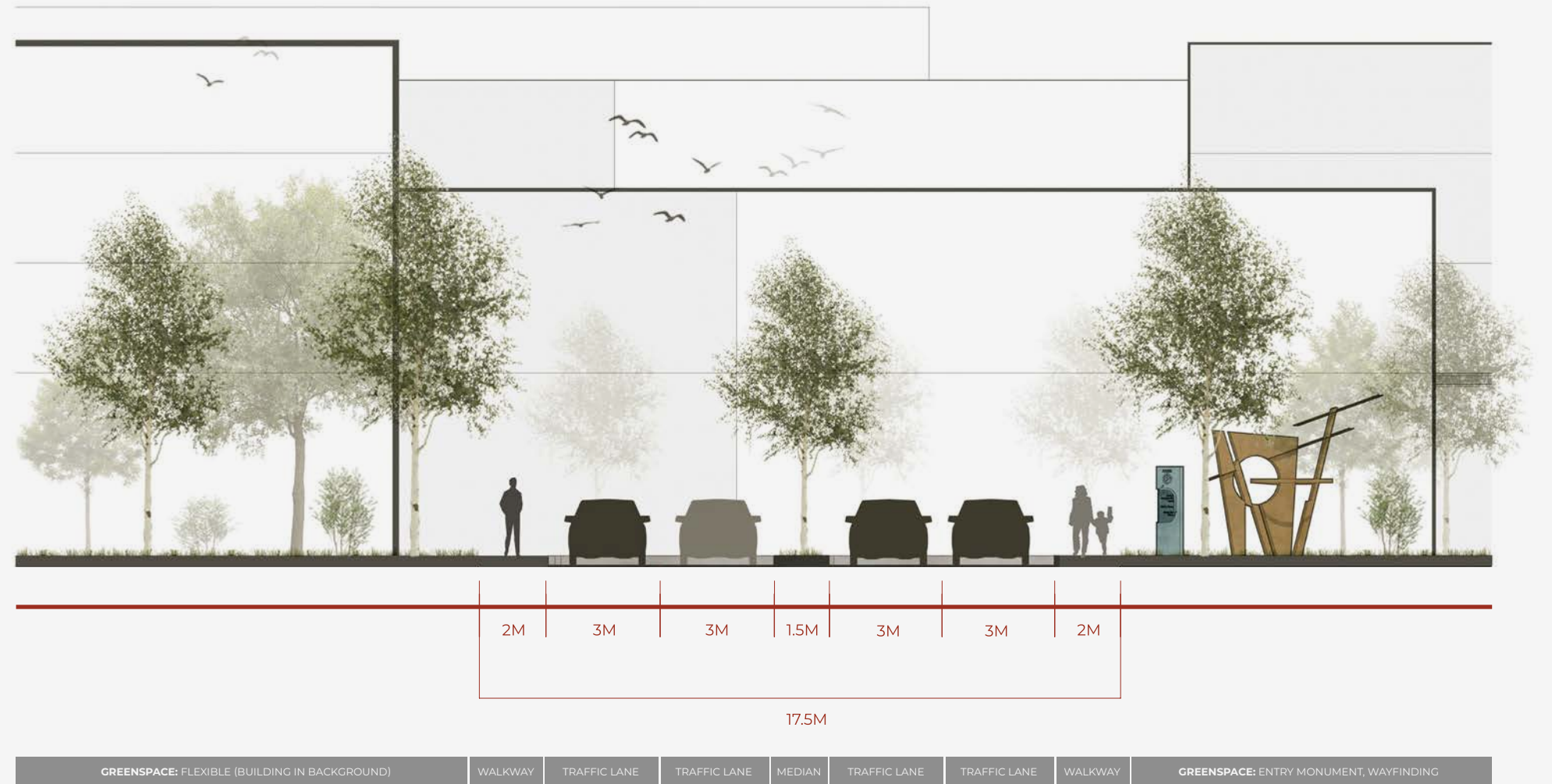


6. SOUTH WEST ACCESS



The southwest access point is considered as a primary vehicular gateway into the Glenmore Landing site. As such, there will be consideration given to enhancements to landscaping and addition of wayfinding, and opportunities for entry features/signage to help solidify this access as a key entrance point for both vehicles and pedestrians.

Section 10.4 Gateways & Wayfinding further describes the overall design approach to establishing legible, unique entry points into the site.



10.4 GATEWAYS & WAYFINDING

The site gateway experience is an important aspect of creating a welcoming atmosphere and establishing the character and identity of Glenmore Landing. Both major vehicle and pedestrian entry points are considered in the plan to ensure appropriate scale and hierarchy. The west intersection is the primary vehicle entry point, as well as a pedestrian and wheeled access point from 90 Avenue and the regional pathway. Development signage is located at this intersection to signal the beginning of the gateway experience.

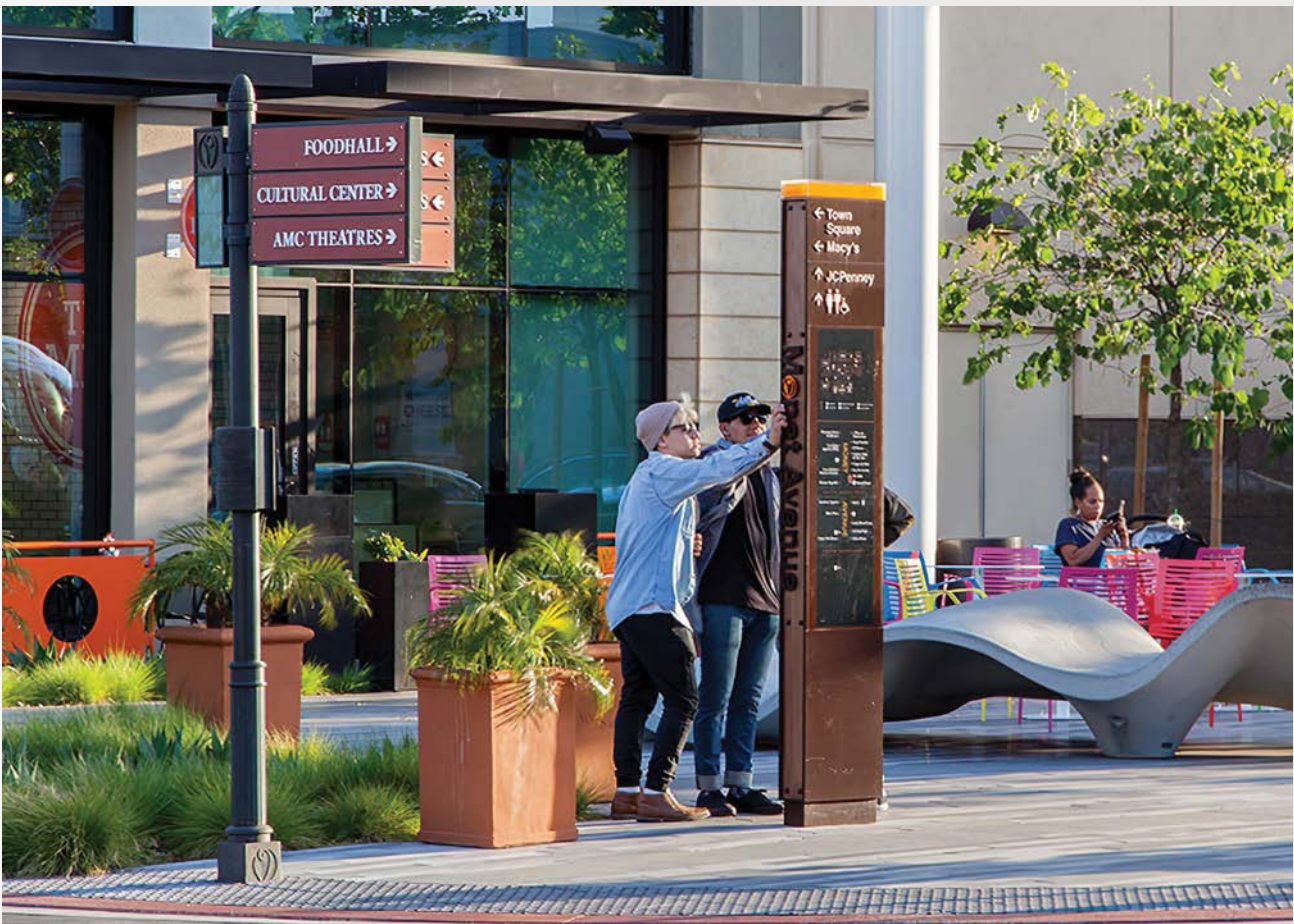
The approach to the site will feature a tree-lined street with centre boulevard and generous pedestrian walkways, with street and pedestrian scale lighting to create a safe environment. The end of the gateway experience will align with the community green space amenity, creating an iconic feature that contributes to the community's identity and sense of place. As a backdrop to the vista of the community green space or "central park" will be a public community centre building. It is envisioned to be more pedestrian scale than all other buildings on the site, highly animated, inviting and clearly a destination for residents and the broader community.

Pedestrian-scale gateways will also be located adjacent to the main BRT platform, pedestrian overpass, and west pathway entrance from South Glenmore Park. These gateways will serve as wayfinding nodes and include a pause moment for pedestrians and wheeled users to orient themselves onsite. They will also include bench seating and bike racks, with universal design principles applied to ensure accessibility for people of all abilities.



The gateway at the west BRT station will function as a “transit plaza,” fully integrated with the surrounding built environment and as the east end of the site’s spine or High Street. The plaza’s design, organization, fixtures and treatments will clearly signal a point of arrival and departure to and from Glenmore Landing. Buildings and spaces directly adjacent to the transit plaza and flanking this end of the High Street will have extra attention paid to the articulation of the podium floors, glazing, lighting schemes and uses to ensure people are greeted with a vibrant and active destination.

At the other end of High Street, where pedestrians and cyclists will come and go from the South Glenmore Reservoir park and pathway system, a similar public plaza space is envisioned. The organization of the space and amenities provided will all work to encourage people to linger, rest, park their bikes and get their bearings. The buildings adjacent to each side of the High Street at this location are envisioned to house uses which will add to the vibrancy and activation of this gateway and gathering space. It is being contemplated that perhaps a food hall on one side or somehow spanning the street with opportunities for outdoor kiosks and dining would make for a clear gateway destination experience.



11.0

OPEN SPACE

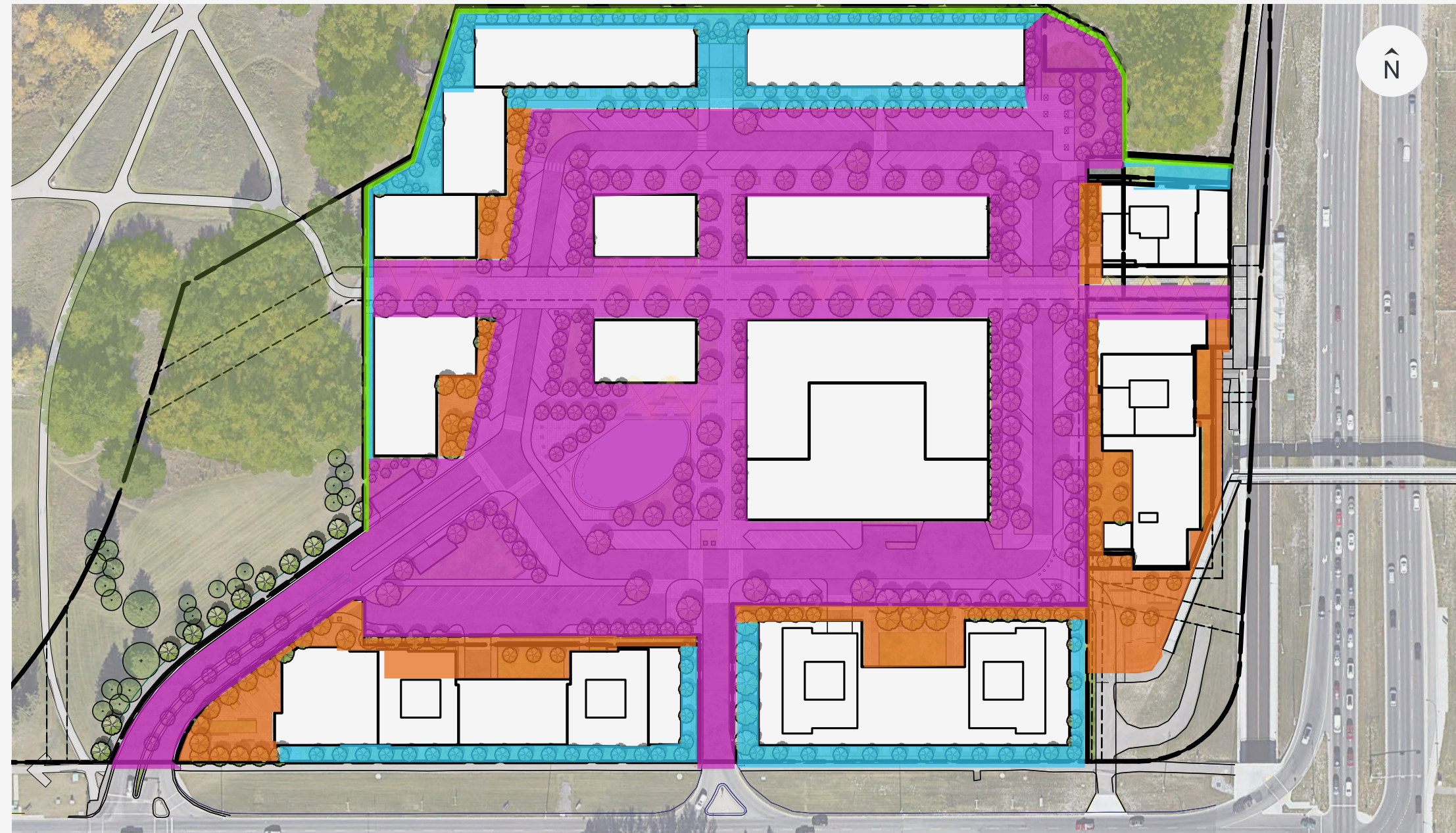
The open spaces network within the Glenmore Landing site is outlined in **Figure 11. Private & Public Open Space**.

Internal roads will be publicly accessible and treated with a landscaped streetscape including tree lined boulevards, and streetscape site furnishings.

Open green spaces to be treated with a mix of hard surfacing areas and soft surfacing areas. Hard surfacing shall provide space for gatherings, patio space, sidewalks, pathways, and seating areas. Soft surfacing areas to provide areas for landscape plantings and open turf for informal recreational play. Open green spaces will provide outdoor amenities and spaces for the community to program community events.

Building entry points are to be treated as plaza spaces and provide a welcoming entryway. Plazas to incorporate both hard and soft landscape treatments, outdoor patio areas, and building amenity space.

At grade private outdoor amenity areas are to be treated as private amenity spaces with hardscape patio area and softscape landscape treatments including turf, tree, and shrub planting areas.



LEGEND

- Public Space
- Private Space
- Publicly Accessible Private Space
- Fencing Along Property Line with Soft Landscape Buffers

FIG. 11 | Private & Public Open Space

11.1 LANDSCAPE DESIGN PRINCIPLES

Placemaking: Develop a strong sense of place and identity with a focus on ecological landscape design throughout the site. A positive sense of place can have several benefits, such as fostering social cohesion, supporting mental and physical well-being, and promoting a sense of pride and stewardship in the local community. Glenmore Landing is adjacent to natural park areas and the landscape will be designed to reinforce existing natural qualities, soften urban to natural transitions, and create cohesive connections into the surrounding landscape. A consistent wayfinding program that includes physical and visual wayfinding cues further strengthens the sense of place by enabling people to easily, and confidently navigate their surroundings, without getting lost or disoriented. Gateway elements are especially significant as they serve as the first point of contact between visitors and the community and create the feeling of arrival and transition into a unique area.

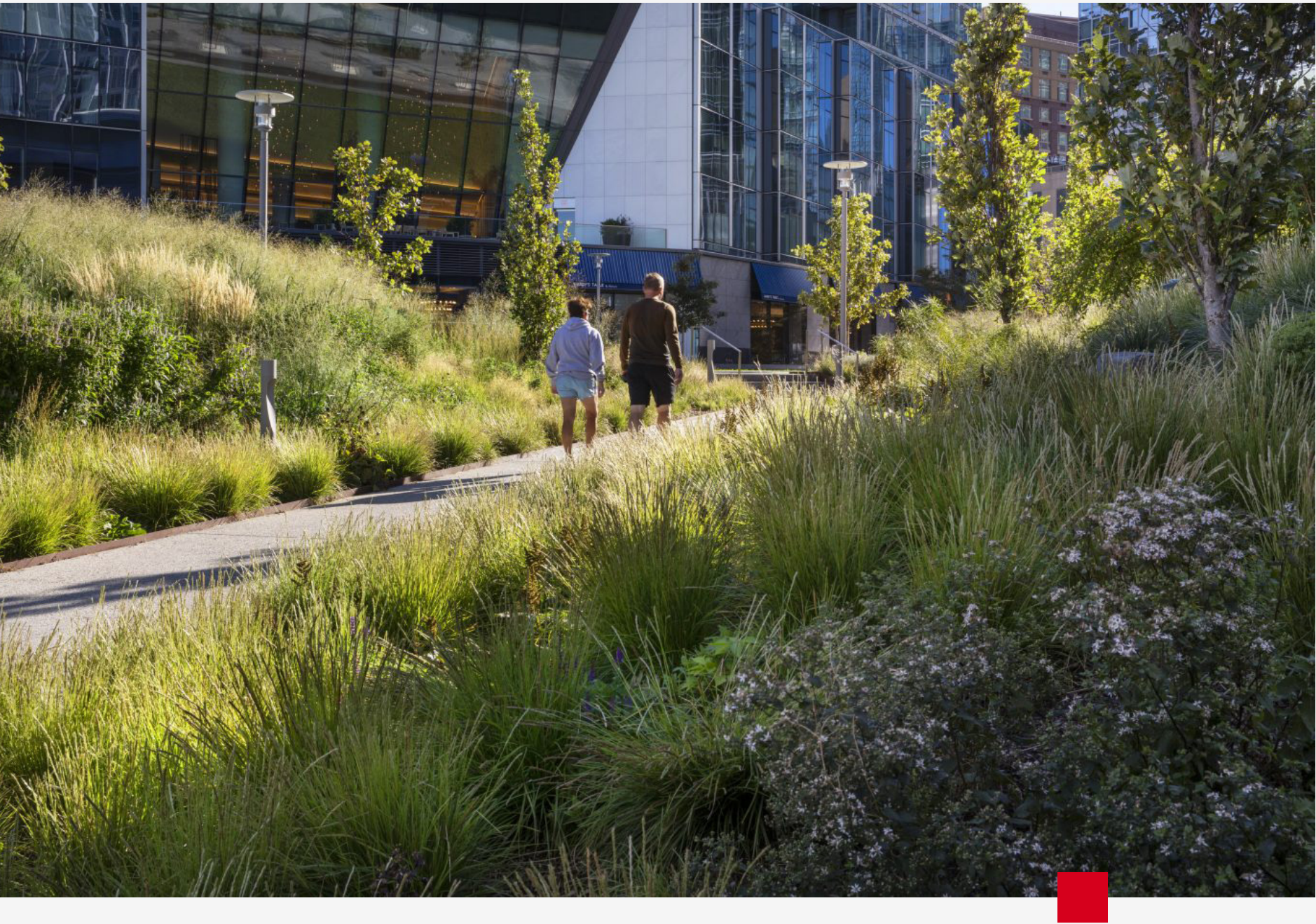
Community: Design open spaces for all, promoting social equality and improving the well-being of the community. Design to accessibility standards and with equal access and opportunity to all public spaces. Ensure open spaces are designed to encourage social interaction and engagement. Include features like a community parks and green spaces, plazas, pedestrian focused High Street and outdoor art installations into the site to create meeting and gathering points. Include places for social encounters through the site, with destination points, well connected walkways and inclusion of street furnishings and seating areas. Provide paces for gatherings, and facilities for outdoor activities and community events.

Green Space Network: Incorporate connected vegetative spaces planted with trees, shrubs, and perennials throughout the site. Treelined streets create a comfortable enclosed feeling for pedestrians and provide a physical barrier for cyclists from vehicle traffic. Safe and comfortable active transportation networks that connect parks, plazas, and outdoor amenities increase the use of active modes of transportation. Birds, insects, and small mammals also benefit from the habitat and movement corridors created by plentiful vegetation and dense tree canopies, enlivening the experience of the outdoors.

Sustainable Practices: Design with a focus on long-term health and designing landscapes that are resilient to impacts of climate changes, including rising temperatures, drought, and flooding. Use green infrastructure technologies and low impact development best practices to conserve water, reduce runoff and watershed impacts down the line. Prioritize more soft permeable landscape treatments over non-permeable treatments to help manage stormwater. Implement rain gardens, passive irrigation, and xeriscape principles to reduce potable water usage for irrigation. Use a diverse array of native and/or adaptive plants best suited for Calgary’s climate and provide suitable soil volume for them to thrive and grow into resilient communities.

Outdoor Comfort: Provide spaces which are comfortable for people considering all seasons, accessibility, and Winter City Design Practices. Ensure pedestrian comfort with canopy trees, windscreens, and seating areas provided in both shady and sunny locations. Alongside physical comfort, outdoor spaces should consider CPTED guidelines to feel safe and well maintained. Consistent site lighting and prioritizing views to the street and into parks creates a sense of security that encourages all users to be outside more often.

PRECEDENT IMAGERY



12.0

KEY DESIGN ELEMENTS

We understand that the Design Framework requires the distinction of the flex and set areas. The “Flex Area” indicates the long-term vision and demonstrates conceptually the long term critical public realm/place-making, infrastructure and built form quality expectations, while also acknowledging the possibility of changed market forces and aesthetic requirements that may change the overall concept over time. The flex area has been defined in **Figure 13. Set + Flex Area** in **Section 13.0 Evolution** of the Design Framework report.

The key design elements that should applied within the long-term “Flex Area” and the “Set Area” development are highlighted in **Figure 12. Key Design Elements**, and have been listed below;

SET AREA

The “High Street”: major east/west pedestrian/cyclist promenade connecting residents/visitors from the BRT in the east, to the Glenmore Reservoir to the west (as described in **Section 6.0 Community Building/Placemaking**)

The “Amenity Space”: located along the “High Street” with an open space and amenity building (as described in **Section 6.0 Community Building/Placemaking**). This key community element will include the consideration of following design elements:

- Pedestrian scale gateway/development entry feature
- Shade structure
- Opportunity for public art installations
- Multi-use open lawn area for programming
- Hardscape plaza areas for programming
- Orientation nodes, including wayfinding map/signage,
- Street furnishings, bench seating, group seating areas, and bike racks

FLEX AREA

The “N/S Connector”: connecting the residential buildings at the north end with the “High Street”, bringing in visitors/residents from a major entryway at the south of the site (as described in **Section 10.0 Connectivity**). Design elements that should be applied within this corridor include:

- Canopy tree lined pathway with native and or adaptive trees, shrubs and perennials
- Site furnishings including pedestrian scaled lighting, bench seating, wayfinding nodes
- Architectural articulation and glazing

We also have included set landscape design principles outlined in **Section 11.0 Open Space**, and highlighted in **Figure 12. Key Design Elements** that should be applied throughout the entirety of the redevelopment, including the “Set Area” (as defined in **Figure 13. Set + Flex Area** in **Section 13.0 Evolution** of the Design Framework report) to help to ensure critical public realm/place making, infrastructure, and or built form typology considerations are delivered in the short term. These include:

- Ground Floor Activation
- Ground floor design treatment that interacts with the public realm to create a welcoming, safe and comfortable pedestrian experience, including private amenity spaces for ground floor residential uses
- Include site furnishings through the site providing pedestrian scaled lighting, bench seating, bike racks and wayfinding nodes
- Gateway/Development entry feature
- Enhanced pedestrian crossings and traffic calming measures at all intersections
- Incorporate connected vegetative spaces planted with trees, shrubs, and perennials throughout the site. Use a diverse array of native and/or adaptive plants best suited for Calgary’s climate and provide suitable soil volume for them to thrive and grow into resilient communities
- Incorporation of CPTED principles
- Consideration given to all season design

KEY DESIGN ELEMENTS

Amenity Design Features Include:

- 1 Amenity /public plaza with gateway and development entry feature, street trees, site furnishings, wayfinding map/signage, seating area, patio spaces
- 2 Opportunity for public art installations
- 3 Community green space for community gathering and events includes variety of seating areas, programmable spaces, shade structures, and recreational lawn
- 4 Amenity/public plaza with gateway feature, orientation nodes, wayfinding/signage, pedestrian scale lighting, seating areas, connections to BRT platform and pedestrian bridge
- 5 Enhanced pedestrian crossings and traffic calming measures at all intersections

North-South Promenade:

- 6 North/south pedestrian connector with tree lined pathway, pedestrian scaled lighting, bench seating, wayfinding nodes
- 7 Placemaking with integration of patio spaces, distinctive architectural overhead features, shade structure and lighting
- 8 Canopy tree lined streets with site furnishings and articulated parking stalls to expand pedestrian realm with seasonal programming
- 9 Street orientated units
- 10 Community green space with naturalized plantings, seating and lawn
- 11 Fencing along property line with soft landscape buffers. Plantings to be non-invasive, native species to complement the adjacent natural areas

➔ Areas of active frontages



General Site Elements:

- Pedestrian scale lighting
- Integration of green infrastructure, native and/or adaptive trees, shrubs, and perennials with all season interest
- Street furnishings, bench seating, group seating areas, and bike racks

FIG. 12 | Key Design Elements

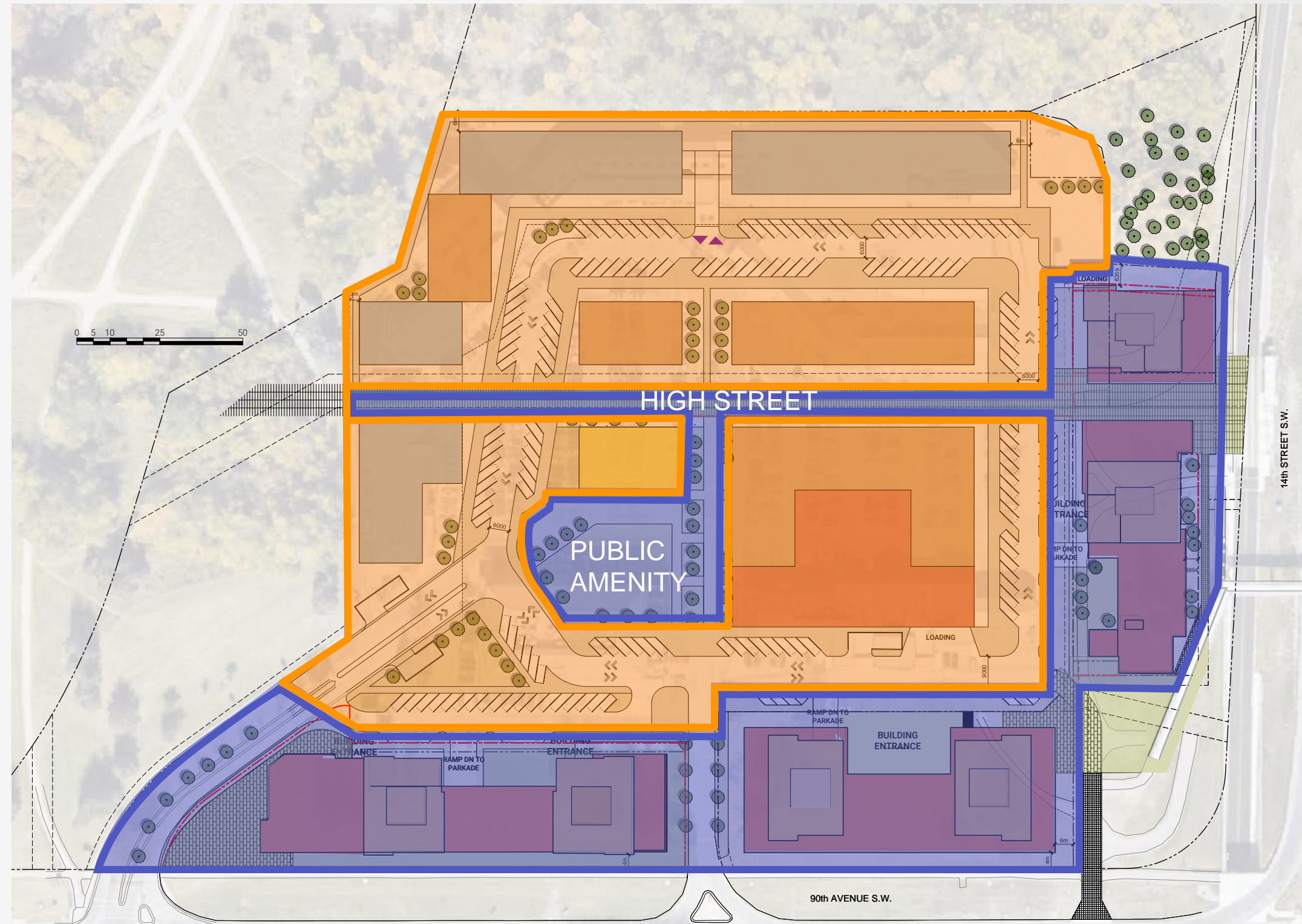
13.0

EVOLUTION

It is anticipated that development for the short and medium terms will take place within the Set Area and within Phases 1, 2 and 3 of the plan. Longer term redevelopment, to be facilitated by additional applications (land use amendment), of the remainder of the site may occur within the defined Flex Area (demonstrated in **Figure 13. Set + Flex Area**). It is anticipated that an amendment to the Design Framework and furthermore, the Set and Flex areas, will be required once more certainty of development is in place. The master redevelopment concept (as shown in **Figure 2. Long Range Master Redevelopment Plan** in **Section 5.0 Development Proposal**) represents a long-term vision for the entire site recognizing that the site will likely develop in several phases, over several decades.

Interim strategies to prioritize connectivity throughout the site ahead of future proposed development in the Flex Area have been illustrated on **Figure 14. Phases Within Set Area**. An east/west pedestrian connection has been illustrated connecting the BRT Station and the Glenmore Reservoir to prioritize the connectivity and opportunity for walkers and wheelers to navigate the site during the development of the Set Areas.

Phasing within the Set Area (Phases 1, 2, 3 as outlined in **Figure 14. Phases Within Set Area**) may be constructed out of order pending the development permit process and the availability of services, and market demand.

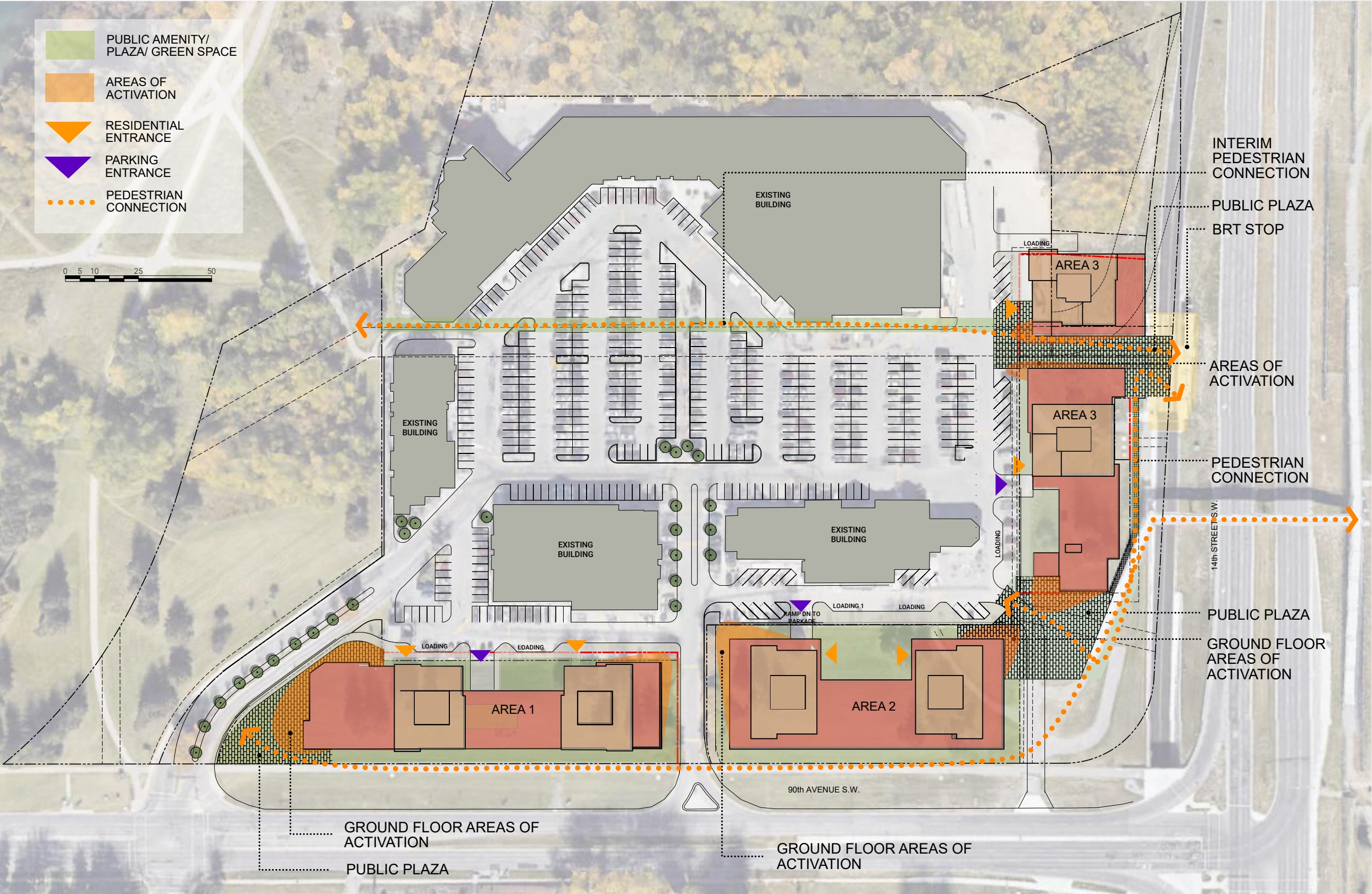


LEGEND

Flex Area  Set Area 

FIG. 13 | Set + Flex Area

EXISTING SHOPPING CENTRE / PHASES 1-3



14.0

PUBLIC ENGAGEMENT

Engagement and community outreach for Glenmore Landing is concurrent to the submission of the Outline Plan and the Design Framework. The purpose of the Glenmore Landing engagement process is to build awareness for RioCan's intent to redevelop Glenmore Landing Shopping Centre in alignment with the City's NOM direction for intensification.

Through engagement, interested parties will understand the purpose of the project, why it is relevant to them, and how their input will be used to inform the long-term redevelopment of Glenmore Landing. The International Association of Public Participation (IAP2) engagement spectrum helps define the public's role in public engagement processes. Engagement for the Glenmore Landing redevelopment will largely be at the **Inform** and **Consult** levels.

Acknowledging that the City has directed Administration to work with the applicant to intensify the site as specified in the NOM direction, there are several elements of the project that are determined, and the project team will inform interested parties of during the engagement process, including:

- Inclusion of residential uses within the redevelopment plan, including the addition of affordable non-market housing units
- Preservation of environmentally significant areas to the north (off-site)
- Site access and/or egress options
- Intensification

During the Glenmore Landing engagement process, the project team will collect engagement feedback on the following items:

- Interface opportunities between the BRT station and the Glenmore Landing site, specifically, the proposed public High Street
- Opportunities for placemaking including the incorporation of unique design features and built forms
- Preferred design, qualities, and functional requirements of the proposed park/central outdoor amenity

A variety of tools and techniques are planned as part of the engagement and community outreach process of the Glenmore Landing, including (but not limited to): a project landing page website, meetings with surrounding community associations, open houses, 1:1 meetings with institutional stakeholders, and general communication promotion of events via posts and roadside signage.

Once engagement and community outreach is completed as part of the initial Outline Plan and the Design Framework submission, an input summary report will be generated to share how interested party feedback informed elements of the project.



The public engagement for the Glenmore Landing Redevelopment has been completed. The What We Heard Reports summarizing the public engagement have been submitted to the City under separate cover.

15.0

APPENDIX

15.1 OUTLINE PLAN SERVICING

WATER

Existing Public watermains are servicing the existing Glenmore Shopping Centre; however, the east water feed is from the Glenmore Pressure zone while the west feed is from the Lower Sarcee Pressure zone. Water Resources is open to maintaining the existing Glenmore Pressure Zone water feed for fire protection.

Water Resources and Utility Engineering have agreed that the watermains running through the site will be required to be public to provide separate servicing to each future fee simple parcel. The proposed public water main looped system would require removal of the exiting private watermain in an existing City of Calgary easement with the replacement of a 250mm public water main through the center of the existing Glenmore Shopping Centre. The second part of the public water loop would extend a new watermain along the east boundary of the existing Shopping Centre site navigating to the right in / right out access to 90 Avenue SW as well as a connection to 16th ST SW connecting into the west side of an existing water tee. This proposed public watermain in an easement would allow for water servicing to each future individual titled parcels as well as create an urban redevelopment look and feel.

WASTEWATER

The existing Sanitary Public main crossing the site will require re-routing to create the proposed development parcel(s) fronting 14 Street SW. This proposed re-routing of the existing public sanitary main also allows for a second future connection to an existing sanitary manhole west of 14 Street SW a little north of the site to service unit numbers in excess of 800 units. In addition, a new public sanitary sewer main within the existing RioCan Glenmore Shopping Centre will be required to service the two proposed parcels fronting 90 Avenue SW within an easement to connect into the existing public sanitary main crossing the existing Glenmore Shopping Centre site.

STORMWATER

The City of Calgary BRT Transitway adjusted the Stormwater servicing for the existing Glenmore Landing Shopping Centre. Therefore, the stormwater management approach will have to work with the existing capacity of the newly constructed Stormwater Infrastructure by the City of Calgary that is assumed to be sized to accommodate typical City of Calgary redevelopment unit area release rate of 50 l/s/ha. Based on this assumption, the redevelopment of the new parcels and existing Shopping Centre will need to work with the capacity of the City's newly installed stormwater infrastructure.



UTILITIES

The site has existing shallow utilities servicing the site; which may require relocation to support the redevelopment of the site.

15.2 TECHNICAL STUDIES

SANITARY SERVICING STUDY

Urban Systems has prepared a Sanitary Sewer Study and the study has been submitted to Water Resources through the Poseidon Online Submission Portal for the maximum building densities.

STORMWATER STUDY

Urban Systems would propose to submit a Technical Memo in the future with each future Development Permit site/parcel summarizing the storm water management plan. Urban Systems is assuming that the City of Calgary’s redevelopment release rate of 50 l/s/ha for contributions to the Elbow River will be required for all the redevelopment lands.

PRELIMINARY NATURAL SITE ASSESSMENT (PNSA)

Urban Systems has prepared a PNSA in accordance with the City of Calgary Biophysical Impact Assessment Framework. The PNSA is a desktop level assessment and identifies the current ecological characteristics of a proposed Project Site and identifies mitigation measures to minimize impacts to the environment associated with development. The City Parks Ecologist provided approval of the PNSA on August 11, 2023.

TRANSPORTATION IMPACT ASSESSMENT (TIA)

A Transportation Impact Assessment (TIA) was completed by Bunt & Associates Engineering Ltd. in support of this application and is submitted with this Outline Plan and Design Framework report. The TIA outlines specific off-site upgrades that may be required based on traffic volumes generated by way of this development. Updates to the TIA are submitted under separate cover.

